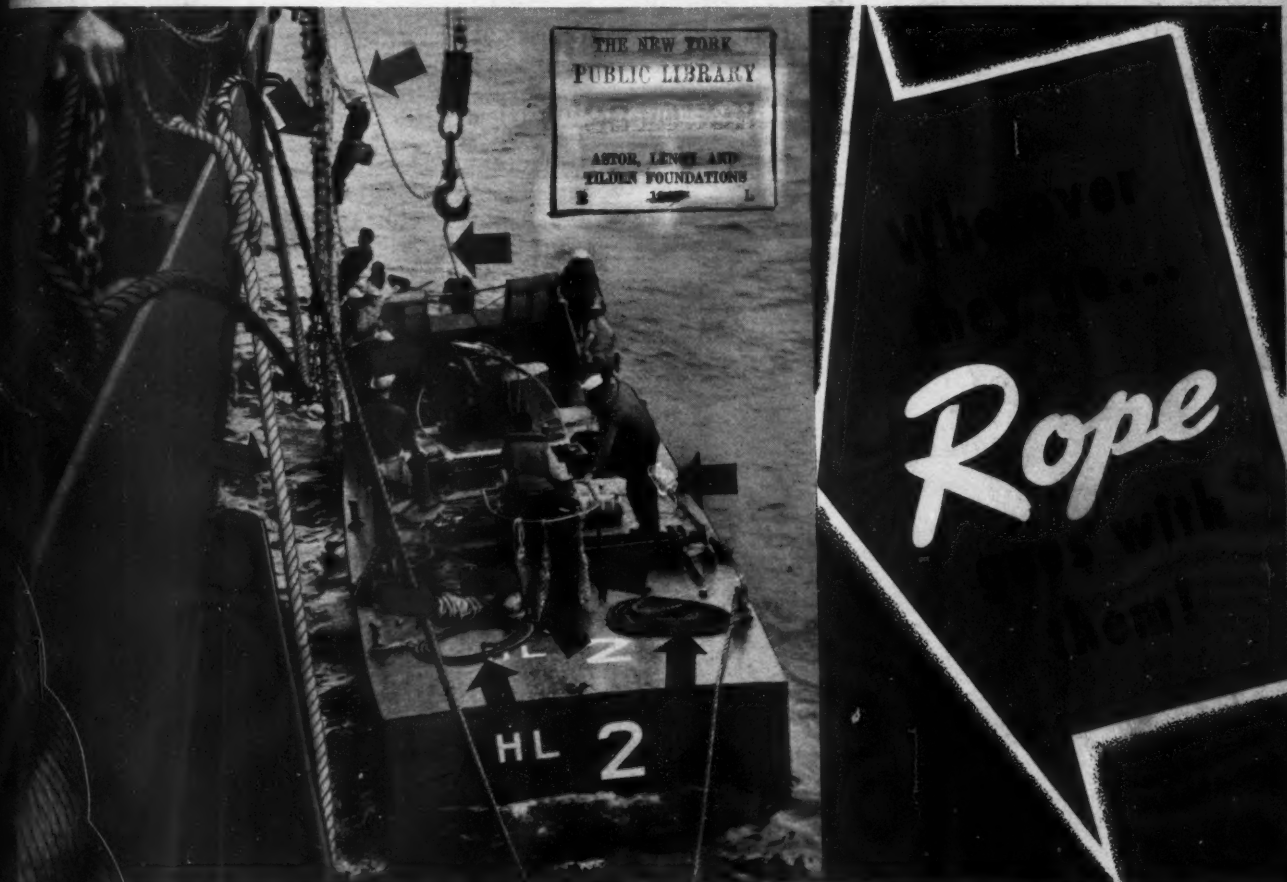


# ATLANTIC FISHERMAN

FEBRUARY, 1944



★ In every operation undertaken by our fighting men, whether on land or on sea, you'll find rope well in the foreground. To carry on the grim business of war, they need huge quantities of it. It's up to us to see that they have enough. America's stockpile of rope fibre is critically low—hence the importance of every one of us on the home front conserving rope. Learn how to store it and how to use it properly—and tell others. Some simple and effective rules to make rope last longer are explained in the WPB-sponsored booklet, "The Rope You Save Fights For You." Free copies are available for distribution to rope users everywhere. Write us for as many as you need.

COLUMBIAN ROPE COMPANY, Auburn, "The Cordage City," N. Y.

# COLUMBIAN Rope







## ACTION!

Today, when hard working fishing craft must respond to the constant demands of wartime service, Willard Marine Batteries are proving their merit over and over again. Built in a variety of types—including compact, specially designed batteries for engine starting and ignition service—and larger, heavy-duty types for auxiliary power and many other applications—these Willards have the special features and rugged quality that help to give them extra reliability, extra endurance and extra long life. That's why, when you must buy new batteries, the wise buy—now as always—is Willard!

**Willard** MARINE BATTERIES  
**-have the power to carry on!**

**WILLARDS AT WAR**  
 —in Tanks • Combat Cars  
 • Jeeps • Walkie-Talkies •  
 Ships—and in Cars, Trucks,  
 Tractors and Buses at home.

WILLARD STORAGE BATTERY CO. • CLEVELAND • LOS ANGELES • DALLAS • TORONTO





# *for Exceptional Contribution* TO THE PRODUCTION OF WAR MATERIEL

## **MICHIGAN WHEEL COMPANY**

*Has been Awarded*

### **The ARMY-NAVY "E"**

Thousands upon thousands of our new war craft — landing boats, tank lighters, aircraft rescue boats and a myriad of other types — are driven by MICHIGAN-built propellers. In addition, MICHIGAN has manufactured thousands of special war-purpose propellers to rigid specifications involving extremely close tolerances.

All were produced by the exclusive, super-accurate MICHIGAN MACHINED-PITCH method which assures highest quality and efficiency in the finished product.

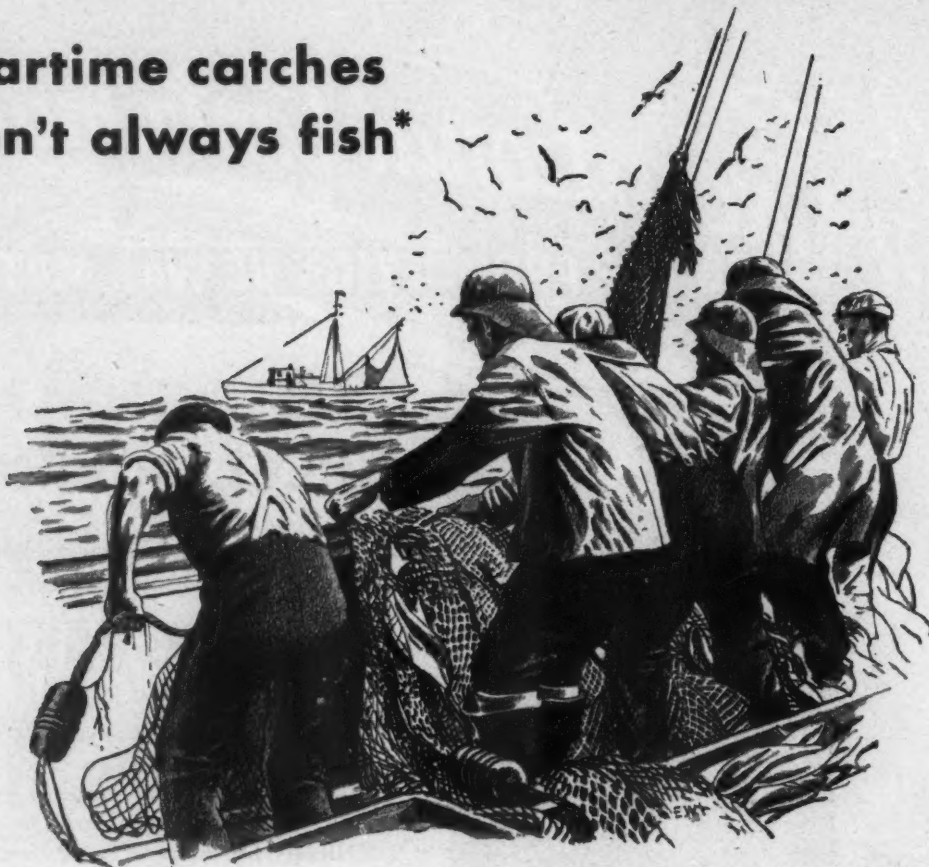
Both Army and Navy depend almost exclusively on MICHIGAN special patented repair equipment for propeller service — home and overseas.

For exceptional performance in war materiel production, MICHIGAN WHEEL COMPANY is now the proud possessor of the Army and Navy "E" award.

**MICHIGAN WHEEL COMPANY · Grand Rapids, Michigan**



## Wartime catches aren't always fish\*



\* The men who make up America's "Fisherman's Navy"—and their boats and the engines which power them—are doing double duty today. They're hauling in needed food as always, but their catches aren't always fish.

Nobody knows when a net may bring up a floating mine, or some other grim evidence of war—or when the crew of a fishing boat may spot an enemy sub or surface craft and spread a timely warning.

Superior Marine Diesels are doing their share in this tremendous job. They are powering fishing fleets from the Arctic to the Tropics and serving with the army and navy in 22 types of fighting ships. And they bring to their owners the power, economy and dependability that has made them known to fishing men everywhere as a "great engine".

### *Superior* DIESELS

MARINE . . . . . 28 to 1160 H.P.

STATIONARY . . . . 31 to 1160 H.P.

GENERATOR SETS . 12½ to 770 kw.

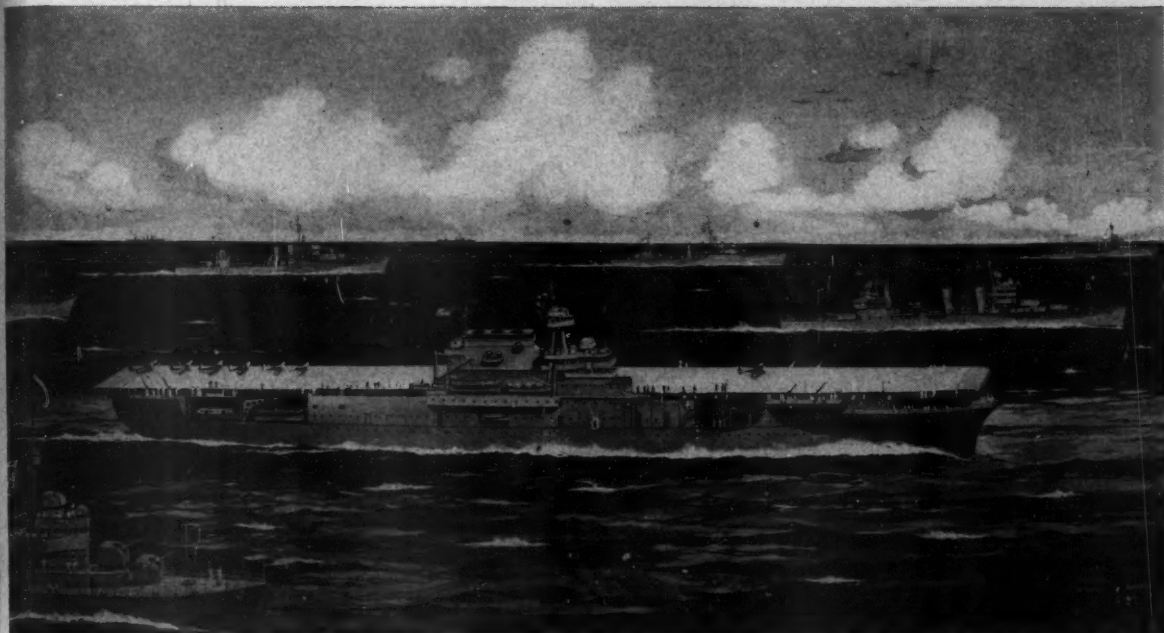
## SUPERIOR ENGINES

Division of The National Supply Co.

Executive Offices: Pittsburgh, Pa.

Sales Offices: Springfield, Ohio; Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Washington, D. C.; Jacksonville, Fla.; Houston, Texas; Fort Worth, Texas; Tulsa, Oklahoma; Los Angeles, Calif.; Chicago, Ill. Factory: Springfield, Ohio.





**A TASK FORCE PUTS TO SEA**

*Write for a full-color reproduction of TASK FORCE suitable for framing*

## WATCH FOR OUR NEW SERIES . . . SEE YOUR FIGHTING NAVY IN ACTION!

Beginning in March our advertising will depict the outstanding naval battles of World War II in all their stirring action. You'll see the U. S. cruiser HOUSTON with aft turret disabled, fighting against odds in the battle of Java Sea . . . the daybreak attack on Tulagi Harbor by U. S. carrier-based aircraft that opened the battle of the Coral Sea. These and many other spectacular, historical pictures of American naval might at war will be featured in succeeding months.

Yes, full-color reproductions will be available for framing. Don't miss them. Write for every one.

### FLETCHER PRATT REVIEWS EACH BATTLE



Authoritative comment by Fletcher Pratt, nationally-known writer on naval subjects, will be part of each advertisement and the reproductions. Mr. Pratt describes each battle and analyzes its influence on subsequent events. You will want to read them all.



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TWINE • OAKUM • PACKING

AMERICAN MANUFACTURING COMPANY, Noble and West Sts., Brooklyn 22, N. Y. Western Factory: ST. LOUIS CORDAGE MILLS, St. Louis 4, Missouri  
Sales Offices: Baltimore • Boston • Chicago • Houston • New Orleans • Philadelphia





...and easier to find



Two principles laid down years ago by the builders of Cummins Dependable Diesels are standing owners of Cummins Diesel-powered equipment in good stead during these days when new engines are so scarce:

(1) The company's determination to build an engine so simple in design and rugged in construction that its service needs and complexities would be held to an absolute minimum. (2) The company's pledge to stand behind the engine by providing maintenance and repair facilities, regardless of where it might be working.

Today, the wisdom of these policies is evident on every hand . . . evident in the many thousands of pre-war Cummins Diesels that are working day and night at a low cost in time and money for upkeep . . . and also evident in the nation-wide organization of Cummins Dealers who are always on the job, ready to provide every service facility—expert mechanics, complete shop equipment and genuine replacement parts—wherever service is needed. CUMMINS ENGINE COMPANY, Columbus, Indiana.

#### SALES AND SERVICE

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. . . . 18 Hurley Street, Cambridge, Mass., Tel. Kirkland 1276  
 CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. . . 7 Wethersfield Ave., Hartford, Conn., Tel. Hartford 2-9311  
 CUMMINS DIESEL ENGINES, INC. . . . . 1105 Frankford Avenue, Philadelphia, Pa., Tel. Regent 4144





## How Defoe Turns Things Upside Down

### TO DOUBLE PRODUCTION OF WARSHIPS!

WITH record-breaking frequency, these days, flashing axes bite through stay-hawsers on the launching ways of the Defoe Shipbuilding Company at Bay City, Michigan . . . sending another and another destroyer escort ship for the Navy sliding down to blue water.

These are the famous DE fighting ships whose terrific execution among the U-boat wolf packs has helped to bring the submarine menace under control.

Welded into one 750-ton piece of steel, more than 300 feet in length, the sturdy, hard-hitting DE type ships are built upside down and then "rolled over" in their cradles to complete their equipment. This unique Defoe method of building ocean-going ships, eliminates the need of conventional ship scaffolding and by enabling workers to stand *over* the

job from beginning to end gives remarkable advantages in saving time and labor costs. Among results obtained by Defoe engineering methods is the *doubling of production per man hour—with twice as many ships being built at half the labor cost per vessel!*

Until the Axis is defeated, the full facilities of the Defoe organization will be concentrated exclusively on all-out production for Victory.

But tomorrow, when Peace is restored, the experience and improved techniques learned in war work will be used to create new high standards of quality, value and economy in finer products for the consumers of America.

★ ★ ★

**BACK THE ATTACK—BUY WAR BONDS**  
Defoe workers take more than 10% of their pay in War Bonds

*"Next to our immediate task of building warships faster and faster, the first responsibility of Defoe is to plan for post-war operation that will provide the maximum of gainful employment."*

HARRY J. DEFOE  
Founder Defoe Shipbuilding Co.

DEFOE SHIPBUILDING COMPANY, BAY CITY, MICHIGAN

# Defoe

Three White Star Renewal Citations now decorate the Navy "E" Award won by Defoe workers.

**Ships for Victory**  
**Servants for Peace**





**"FIRST WAVE GET IN YOUR BOATS!"**  
**"FIRST WAVE GET IN YOUR BOATS!"**

PT skippers on the prowl . . . "beach busters" peering shoreward . . . riders of sea-churning juggernauts . . . they must be kept floating. No place here for puny, unstreamlined flows faltering or failing over sand, grease or debris. Misplaced ocean must be tossed overboard fast and, too often, continuously.

Marine engineered equipment also keeps thousands of these and many other craft under control. Surf raiding requires responsive, positive, easy control. No place for lumbering, laborious installations. No place for outmoded linkages, for distortion, binding or lost motion.



**KEEP 'EM FLOATING!**

MARINE PRODUCTS BILGE PUMP—"Keep 'em Floating." Three series—150 g.p.m.; one series 50 g.p.m.; one series 250 g.p.m.

## MARINE PRODUCTS CO.

6636 CHARLEVOIX AVE.



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Marine Products  
Throttle and Clutch  
Controls



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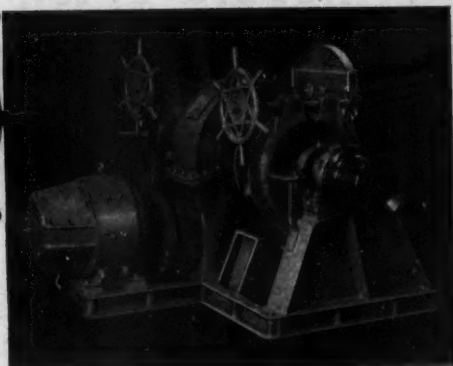
*Serving*

**THE FIGHTING FLEET**

*Today!*

**THE FISHING FLEET**

*Tomorrow!*



When Better Winches Are Made  
BROMFIELD Will Make Them!

America's biggest, most important job is to Win The War and Bromfield is co-operating 100% towards the achievement of complete, speedy Victory.

For over fifteen years recognized as the pioneer in developing improved designs in worm drive winches and electric controls, Bromfield leadership continues to set the standards for others to follow.

The patient understanding of our peacetime customers during this emergency deserves a reward of greater service after Victory. We will be ready and anxious to provide it.

**BROMFIELD PRODUCTS NOW BEING MANUFACTURED  
FOR GOVERNMENT USE ARE**

**Anchor Windlasses**

**Rudders**

**Cable Stowing Reels**

**Steering Gear**

**Accessories      Quadrants**

**Sheaves**

**Reduction Gear Boxes**

*Let Us Help You Plan for Your Post War Needs*

**BROMFIELD MFG. CO., INC.**

**211 NORTHERN AVE.**

**BOSTON 10, MASS.**



## Submarine "Flying Fish" Makes Record Catch

The skipper took one look through the periscope—and what happened is Naval history. The U.S.S. "Flying Fish" was commissioned on December 10, 1941. A few days later she slid into enemy waters to set the highest sinking record in the Pacific—100,000 tons, including three warships sunk and many others badly damaged. That's the outstanding record of the "Flying Fish" and her efficient crew. Fairbanks, Morse & Co., Fairbanks-Morse Building, Chicago 5, Illinois.

# Powered with FAIRBANKS-MORSE DIESELS





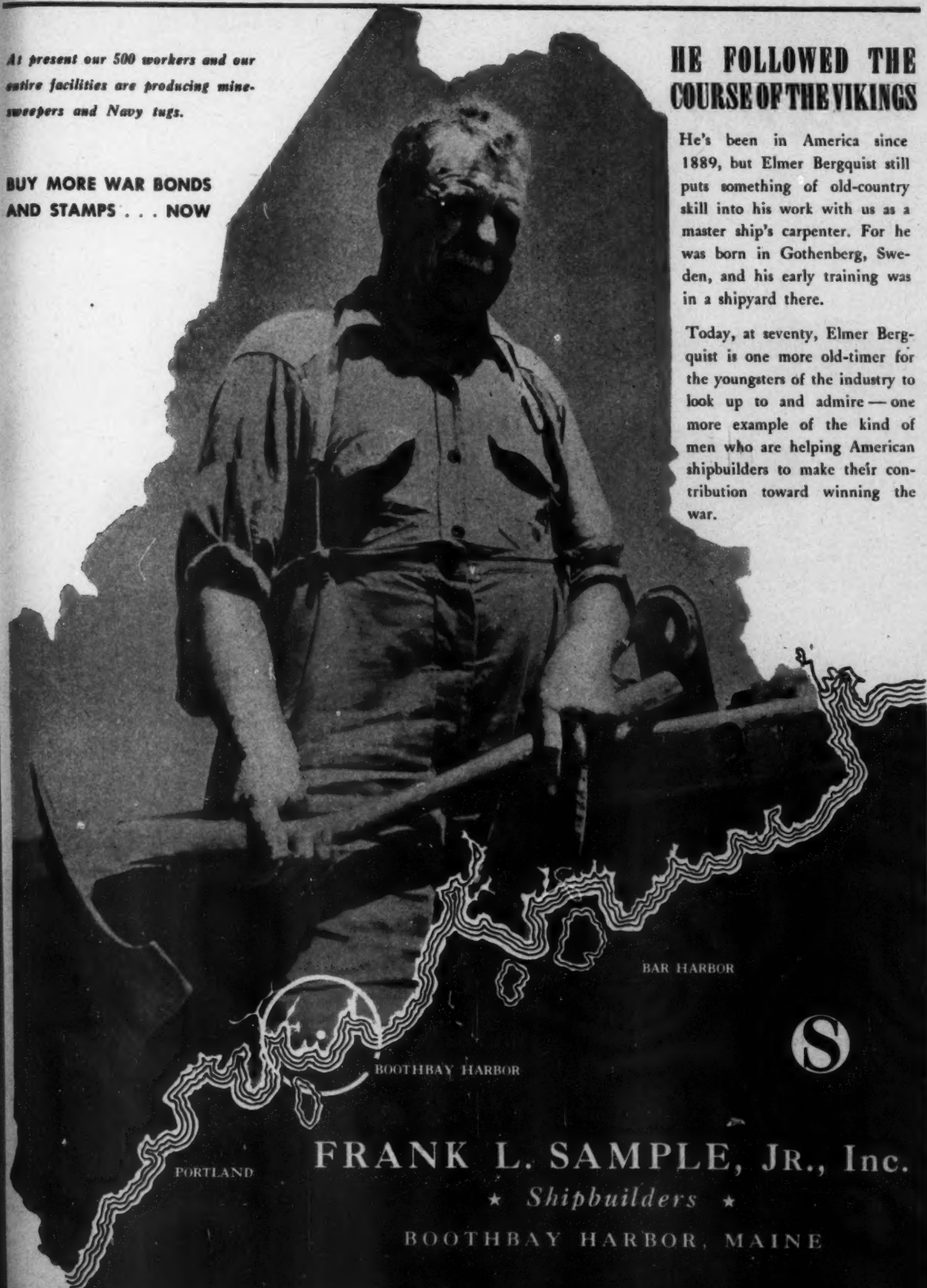
*At present our 500 workers and our entire facilities are producing mine-sweepers and Navy tugs.*

**BUY MORE WAR BONDS  
AND STAMPS . . . NOW**

## HE FOLLOWED THE COURSE OF THE VIKINGS

He's been in America since 1889, but Elmer Bergquist still puts something of old-country skill into his work with us as a master ship's carpenter. For he was born in Gothenberg, Sweden, and his early training was in a shipyard there.

Today, at seventy, Elmer Bergquist is one more old-timer for the youngsters of the industry to look up to and admire—one more example of the kind of men who are helping American shipbuilders to make their contribution toward winning the war.



**FRANK L. SAMPLE, JR., Inc.**

★ Shipbuilders ★

BOOTHBAY HARBOR, MAINE

*Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet. Member—U. S. Yacht, Boat, and Repairers Association and Atlantic Coast Boat Builders and Repairers Ass'n. Inc.*



# DUCK SOUP

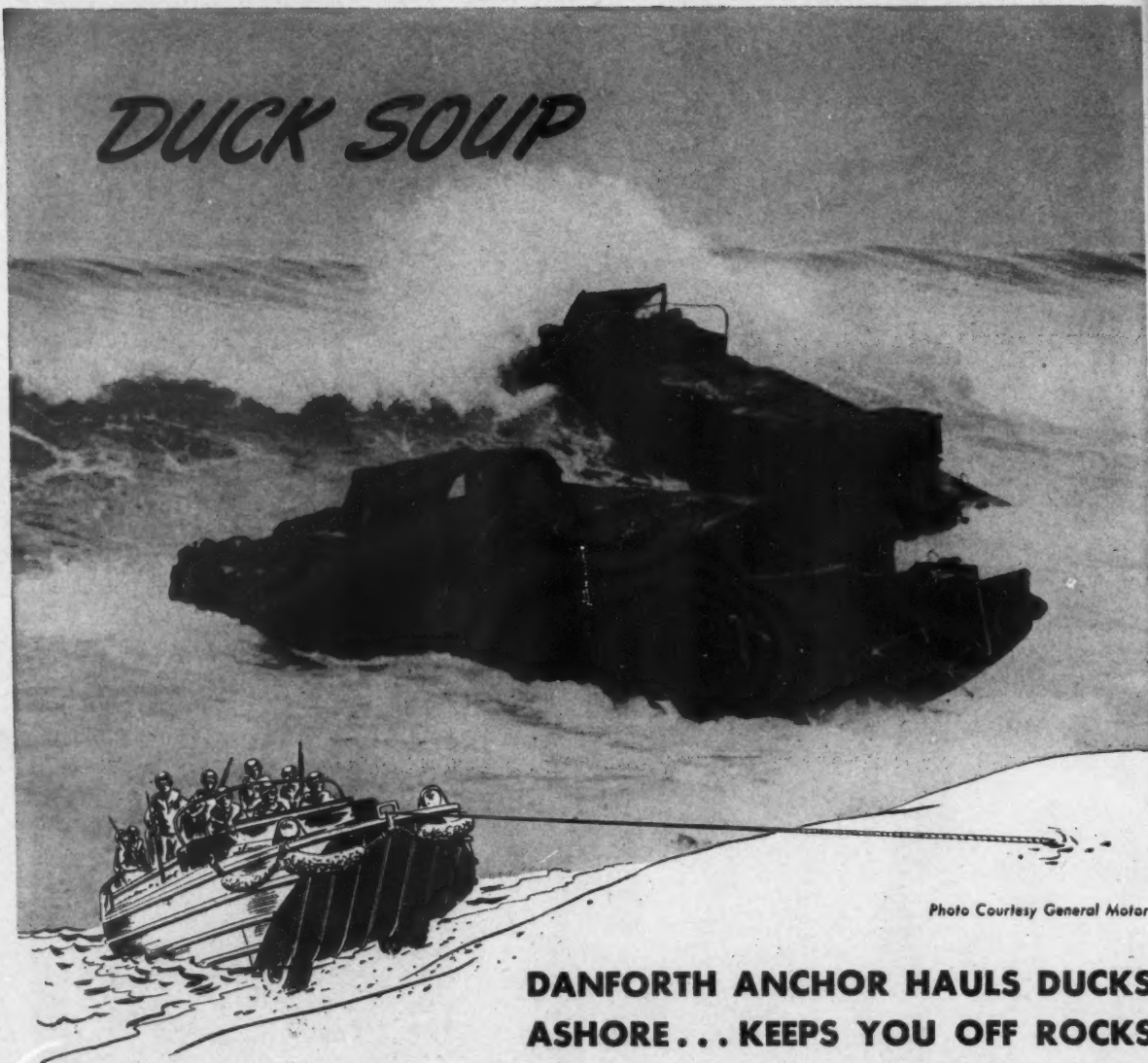


Photo Courtesy General Motors

## DANFORTH ANCHOR HAULS DUCKS ASHORE... KEEPS YOU OFF ROCKS

### UNCLE SAM SPECIFIES DANFORTHS—BECAUSE

- More holding power for its size and weight—easier to handle.
- No Stocks or hinges to unfold.
- Digs in fast...buries itself completely.
- Non-fouling—no parts projecting above ground.
- Stows flat or in hawse pipes.

A 2½-ton amphibian "Duck" approaches the shore under enemy fire... can't get traction. Two men jump overboard... carry a 75-lb. Danforth up the beach. The Danforth digs in and the winch hauls the duck to the beach where the wheels take hold. No other anchor has the guts to do this job, but it's "duck soup" for the Danforth.

Write for folder with size recommendations and  
"Hints on Anchoring"

R. S. DANFORTH • 2121 Allston Way • Berkeley 4, Calif.



BACK THE ATTACK—BUY MORE WAR BONDS

FEBRUARY

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# MAXIM HEAT RECOVERY SILENCERS *save fuel!*

The conservation of waste exhaust heat to produce steam or hot water has become a practical operating feature in both marine and industrial installations through the use of Maxim Heat Recovery Silencers.

In wartime marine use these units have proved extremely efficient. They have provided effective silencing of engine exhaust . . . the spark arresting feature has eliminated all tell tale sparks and embers that might

serve as beacons for lurking enemy craft . . . and the use of waste heat to provide steam or hot water has made it possible to heat boats from this source alone and in addition, used with an evaporator, to distill fresh water from sea water. This reduces the necessary size of fresh water storage tanks, permitting the space to be used for additional fuel oil, thus not only cutting fuel bills but also increasing cargo space or cruising range.

**HIGH HEAT RECOVERY** Maxim Heat Recovery Silencers achieve highly efficient heat transfer through high mass gas velocities and the use of extended heating surfaces, a type of construction that is extremely dependable and requires minimum attention.

**HIGH DEGREE OF SILENCING** These units embody the Maxim principle of silencing and can be had with or without the spark arresting feature. Based on silencing principles pioneered by Maxim and developed through years of practical field experience, they afford highly effective silencing of exhaust with minimum of back pressure.

**COMPACTNESS AND LIGHT WEIGHT** The Maxim marine Heat Recovery Silencer is extremely compact and may be installed in the stack or in any convenient location above the engine room . . . in the space normally sufficient for a spark arrester silencer. Other models are similarly compact for convenient installation.

**AUTOMATIC CONTROL** In the boiler, the steaming rate is controlled by varying the amount of water in contact with the heating surface; low water, less effective heating surface; high level, more effective. The control is accomplished automatically by two steam pressure regulated valves, one in the feed line, one in the return line, working in conjunction.

**ABILITY TO RUN DRY** Because of the type of construction, with extended heating surfaces, not tubes, it is possible to run these units dry without any danger of damage.

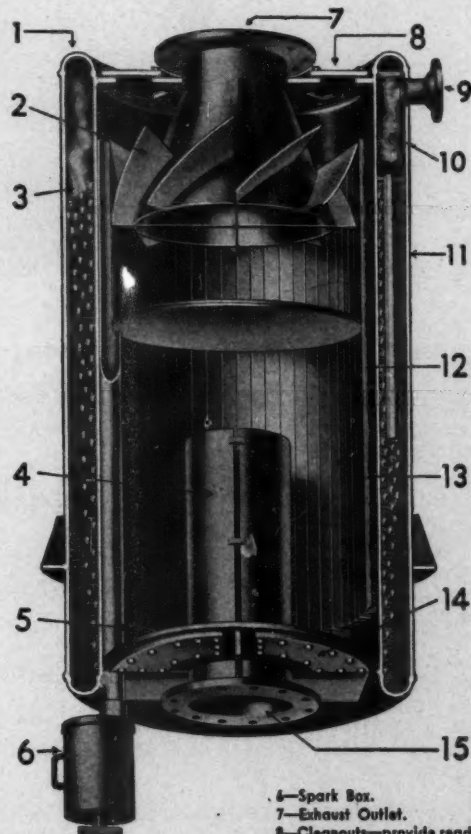
**QUICK RETURN ON INVESTMENT** This equipment produces usable steam and hot water from a present source of heat. It is obvious that through fuel saving alone the return on the investment is most satisfactory. In the case of marine installations extra cargo space or extra range may also be extremely important profit factors in peace time, as they are proving to be vital strategic factors in war time.

**AVAILABILITY** At this time the Maxim Silencer Company's production is devoted to war needs. It is our feeling, however, that this Heat Recovery story has sufficient post-war importance to make your investigation worthwhile now, whether or not your present priority status allows immediate purchase of the equipment.

**SEND FOR DESCRIPTIVE BULLETINS** Maxim Waste Heat Bulletins WH-100, WH-102 and WH-103 will be sent to you on request. Simply send your request to The Maxim Silencer Company at the address shown below.



**THE MAXIM SILENCER CO.**  
74 Homestead Ave., Hartford, Conn.



- 1—Expansion Joint to permit dry operation.
- 2—Spark Arrestor.
- 3—High water line maximum steaming rate.
- 4—Bleeder Tube.
- 5—L shaped fins also serve as conduits for leading gases from one attenuating chamber to the other so that excellent silencing is acquired.
- 6—Spark Box.
- 7—Exhaust Outlet.
- 8—Cleanouts—provide ready access for cleaning of soot deposits.
- 9—Steam Outlet.
- 10—Steam Separator.
- 11—Heavy shell.
- 12—Extended heating surface—requires the minimum of attention and maintenance.
- 13—L shaped fins welded toe to heel, position fins for easy welding—heavy gauge wrought iron offers maximum resistance to corrosion.
- 14—Cleanouts.
- 15—Exhaust Inlet.

# MAXIM





*Better protection with*  
**GULF QUALITY MARINE LUBRICANTS**  
*pays dividends:*

More dependable engine performance  
 Less fishing time lost  
 Lower maintenance costs

Perfected through constant research and far-flung service in every type of craft and under a wide variety of operating conditions, Gulf quality marine lubricants provide the kind of lubrication that means dividends to fishing boat operators: more dependable engine performance, less fishing time lost, and lower maintenance costs.

If you are not one of the enthusiastic users of Gulf marine lubricants, start

now to get the benefits they offer—call in a Gulf Lubrication Service Engineer and ask him to recommend the proper type and grade to fit your particular requirements.

The helpful counsel of a Gulf Service Engineer—and the Gulf line of more than 400 quality lubricants—are available to you in every commercial port from Maine to New Mexico. Write or phone your nearest Gulf office today.



Gulf Oil Corporation • Gulf Refining Company

Gulf Building, Pittsburgh, Pa.



# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly by

ATLANTIC FISHERMAN, INC.

Goffstown, New Hampshire

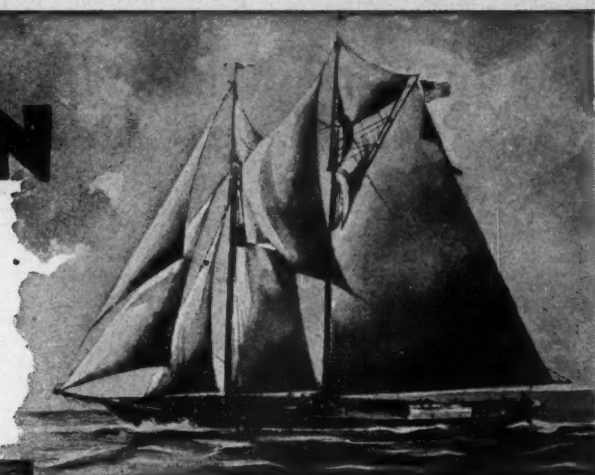
P. G. LAMSON, *Publisher*

GARDNER LAMSON, *Editor*

20 cents a copy

\$2.00 a year

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



VOL. XXV

FEBRUARY 1944

NO. 1

## Scallop and Sole Prices Raised

**W**INTER maximum prices of sea scallops and lemon sole at the fisherman's and the various wholesale levels were increased February 2 by OPA. Ex-vessel prices were raised from 35c to 38c a pound on scallops, and from 11c to 16c a pound on round lemon sole. The new ceilings represent weighted 1942 season averages.

It is reported that OPA purposely did not give these species prices equal to 1942 averages in the original regulation, because the Office of Fisheries Coordinator did not want high prices of these varieties to divert fishermen from catching more important species, which might contribute to increasing production.

OPA plans to re-examine prices set for whiting, blackbacks, and yellowtails to determine whether they deviate from the 1942 averages.

## Ceilings for All Fish

**O**PA ADMINISTRATOR Chester Bowles, in a recent radio talk, explained the new retail fresh fish prices and stated that 70% of all fish production in the country is now price regulated. He then said, "Meantime, we are in the midst of a study covering the thirty per cent of American fish production not covered by last week's regulation. We will, of course, push ahead in completing dollar-and-cents prices for those too as soon as the results of the study are available."

Apparently all Southern varieties and small-production Northern species are scheduled for control.

## Rating for Small New Boats

**S**OME builders of small fishing boats, including fishermen who do their own construction, are experiencing delays in putting such boats into operation because of failure to file WPB form CMP-4A. This form is required to obtain a preference rating to cover parts and fittings containing certain critical materials, as well as the engine.

When the form is not filed with the Coordinator's office before construction is started, a delay usually results because of the time required for approval of application and because of the prevailing shortage of engines. New engines from stockpiles earmarked for replacement purposes, cannot be used for installation in new boats.

## Adequate Ice, Storage Space

**D**ESPITE serious manpower and truck supply shortages, the ice industry believes it can fulfill wartime requirements for food preservation in 1944. The expansion program for increasing ice-production facilities is nearing completion. The refrigeration industry reports that it expects to meet the demands for food storage, resulting from

increased quick-freezing plant capacity, by conversion of normal-temperature storage space to low-temperature space, and by maintaining efficiency of refrigeration units through production of sufficient replacement parts.

## Fewer Skinless Fillets Marketed

**T**HERE is a definite trend away from the marketing of skinless fillets. Over a year ago, the Fish & Wildlife Service promoted the idea among mid-west distributors that haddock fillets should never be ordered skinless, and that flounder fillets would be more desirable with the belly skin left on. The establishment of ceiling prices on fish automatically brought about a reduction in skinless fillet output, since there is no differential between skin and skinless.

As a means of increasing the food supply, it is highly desirable to leave the skins on, since it means greater poundage of food with no added production. Nine out of ten people in restaurants eat the skin on their fish. Another important consideration is that less cutting labor is required.

From a financial standpoint, a much greater return is realized, since, for example, the yield of flounder is increased about 10%, and the weight of the skin sells for the price of flesh, which is upwards of 20 cents per pound, compared to 1/2 cent per pound realized from its sale as gurry.

Other advantages of leaving the skin on are: (1) The skin adds and holds in the flavor and oils of the fish fillet. (2) Smaller flounders, now found unprofitable to fillet, could be used, thus increasing the usable size of a vessel's catch. (3) With the skin on, the flesh is better held together for cooking and handling. (4) With the skin on, a species of fish is more easily recognized. (5) Mis-naming of fish fillets becomes more difficult.

## Shrimp Canning on Decline

**A**S a result of the diversion of a greater part of the shrimp catch into fresh and frozen trade, canned shrimp production is on the decline, despite a 10% increase in the catch.

The canned pack for the 1943 calendar year was about 450,000 cases as against 692,000 in 1942, and it is believed that the trend away from canning shrimp may cause the 1944 pack to drop to 250,000 cases.

In the three weeks ending January 15, only 2,022 cases were packed compared to 14,827 a year ago, making the season's total 28.7% less.

Reasons for decreased canning are the growing popularity of fresh and frozen products, which are unrationed; the shortage of cannery labor; and high prices paid for fresh shrimp.

Although the immediate reasons for the decline of shrimp canning are the result of war conditions, many shrimp dealers believe that frozen, peeled shrimp will be the mainstay of the postwar industry.



# Synthetic Materials in Post-War Boats

By Capt. Elwell B. Thomas

**C**ONTRARY to some, I do not expect to see 90 ft. draggers stamped out of synthetic something or other in gigantic presses and sold over the counter at a dollar or two each. Likewise, it does not look as if all of the post-war fishermen will be built of steel, although I do think there will be an increasing number of them built of this material.

In consideration of any material other than that which is customarily employed, there is one rule which will always be observed: A new material will be employed in vessel construction in exact proportion to the adoption of facilities by the average yard to handle and/or repair said material.

It is because of this rule that steel as well as plywood has not been universally employed. Steel can be handled in very few small yards and few have done much about repairing plywood other than replacing the entire damaged piece. Until the average small yard can handle and skillfully repair new materials it is impractical to employ same as will easily be seen.

If there is not already available, there is a very big need for a synthetic material that will replace oak in many instances. Good oak is becoming increasingly scarce and even good oak is not as satisfactory in vessel construction as we could desire. Therefore there is dire need of a synthetic to replace at least a part of the oak employed in the construction of a vessel. I do not think this material would be of plywood nature but rather probably would be cast in desired shapes. It would need to have the workability of oak and would also have to be blessed with the nail holding quality of oak. However, this material would have to be such that it would not have the tendency to decay as does oak.

## Construction Members

I do not think that such a material is an idle dream, and I do think it would possess some qualities that would not make it desirable for some of the use to which oak is put. For instance, such a material probably could not be bent and would of course have to be entirely cast or cut to shape. This would make it impractical for use as frames in custom boats, but would make it desirable in stock boats. Certainly the handwriting on the wall indicates the rapidly increasing construction of stock fishing vessels in all sizes. For these, a cast synthetic frame would actually cheapen the cost of construction as would other cast features of the vessel such as stems.

The desirability of something other than wood top timbers and covering boards, for example, is a great one. Such a synthetic as I suggest would overcome the difficulty experienced with such members of the vessel's construction because of their liability to early decay when wood is employed. Likewise the sills of deckhouses and hatches could well be built of such synthetic material to advantage as could mast partners, etc.

However, a synthetic oak would have to be of such nature that it could be worked with the usual boat shop machinery and tools, or it would be worthless to the boating public in general and to fishermen in particular. Of course it might be necessary to use saws with especially designed teeth to cut large amounts of it efficiently, but if it cannot be worked with the usual wood working tools, it has the same shortcoming for general construction as does steel.

## Deckhouse Sheathing

Now, let us look at plywood a bit. This material was just becoming popular for general boat building use prior to the war, and while it is not a cure for all purposes, it has proved more satisfactory than regulation wood for a great many boat building purposes.

For instances, one yard of my acquaintance found a common difficulty in building a deckhouse that would be tight. They tried t & g stock, employing a thread of cotton and white lead and this was not tight; they tried heavy plank with a spline and this was not tight. Finally, in desperation, they tried

plywood, and this was the answer, for the deckhouse was tight and other deckhouses which they have since built of this material have been equally tight. Also, they found that a lighter frame could be employed with the plywood construction, which was most desirable.

Of course, entire small boats have been built of plywood and quite large pleasure boats have been planked with same, and for such work it has both advantages and disadvantages. It disposes of many seams and much likelihood of leaks, as well as speeding up construction. However, it is difficult to repair with the usual facilities and it should be painted more regularly than is the usual wood.

In heavier construction plywood has worked out very well for use in certain members. For instance, hanging knees, gussets in Vee bottom construction, floors in some lighter construction, etc., have been made of plywood with great success. Many watertight bulkheads may be built of plywood with a great degree of success. Single or double sheets of plywood may be used in smaller vessels, while in large vessels the bulkhead may be built up sandwich fashion with first a thickness of heavy planking, then a thickness of plywood which will serve as the real watertight feature, followed by another thickness of heavy planking. The heavy plank stiffens the vessel and serves as a wearing bulkhead.

I do not think that we have seen all of the possibilities of plywood for I can visualize the possibility of bonding a layer of synthetic material as the outside layer of a plywood sheet, which might result in all of the advantages of plywood together with producing a plywood which would not have to be painted or varnished. This is something which I would think to be a very practical scheme.

## Collapsible Tanks

Other plastics, synthetics, and alloys will serve new purposes in fishing vessel construction. Tank construction seems to be in for quite a revolution in the post war era. I have seen the design of a yacht to be built in the post war era, which features a new tank idea that might be very well adapted to fishing vessel construction. The yacht is to be used for coastwise cruising where large water capacity is not needed but where a lot of unnecessary stuff is carried as well as for extensive ocean cruising where water tank capacity must be large and room devoted alongshore for various junk must be devoted to essentials. Therefore, the design calls for the sort of collapsible water tanks that are now used for gasoline in airplanes. These tanks fit under the bunks in the main cabin and can be collapsed and sent ashore when not wanted.

Such tanks would seem to be of use to fishermen where they could be available for a portion of the fuel capacity. As the tanks were emptied during fishing, they would be stowed in a small space, with their original space and weight being replaced by fish, thus insuring the vessel of increased fish capacity and greater cruising radius.

Improved water systems will be possible with plastics and synthetics, and this is a particular feature of vessel construction that can stand a tremendous lot of improvement. It is no military secret that the means are already invented to accomplish this not only in the way of synthetic tanks and pipes, but also in filtering systems and water and tank purifiers.

## Hold and Quarters Insulation

Synthetics and plastics will result in ice preserving economies as well as cleaner holds. Certainly the insulating materials which are now employed in large vessels will find their way into fishing vessels. They will not only insulate ice and fish holds and lengthen the life of the ice to a great extent, but will also insulate the crew quarters against the excessive heat of summer and reduce consumption of fuel to keep warm in winter. No doubt a material will be employed to line fish and ice holds that will be easily cleaned and such holds can then become almost as sanitary as a hospital operating room.



## Launch "Carol & Estelle" At So. Bristol, Me.

THE stout new 71 ft. dragger *Carol and Estelle* slipped down the launching ways from the modern building shed of Bristol Yacht Building Co., South Bristol, Maine, on January 22. She was christened by Mrs. Morris Rosenberg, wife of the New Bedford, Mass., owner.

The vessel was designed for scalloping and groundfishing by Albert Condon, of Fairhaven, and is thoroughly equipped. She has a full hull for her length, with a beam of 17' 6" and depth of 9' 6". The bow has a moderate flare and plumb rails, while her stern is of transom type. She is built with double sawn 3" oak frames spaced on 16" centers. Planking is 2" oak and decking is 2" white pine.

The new vessel will ice down 75,000 pounds of fish. Her well-arranged fo'c's'le sleeps eight and is furnished with a Shipmate galley stove. The pilot house is sufficiently elevated to provide good vision for navigating and watching deck operations, and is 15" above the level of the Captain's stateroom. The after cabin contains two bunks.

The engine room is of good size to provide accessibility to all machinery. Propulsion power is furnished by a 150 hp. 5 cylinder, 8 3/4 x 10 1/2 Fairbanks-Morse Diesel, with Burgess silencer, which was lowered into the vessel during construction by means of an overhead crane. The engine swings a 50 x 27 1/2 Columbian propeller on a 3 1/2" bronze shaft, to give a speed of 10 knots. Fairbanks-Morse generator, and bilge and wash-down pump are belt driven from the main engine.

Auxiliary power is supplied by a 10 hp. Palmer Diesel which operates a generator, pump and deck niggerhead. Two Edson hand deck pumps are provided for bilge and hold service.

Steering gear comprises Edson No. 3A equipment with bronze reduction steerer unit, 30" steel quadrant and undercover chains. Compass is of Kelvin-White make, while the direction finder is a Cape Cod model. The vessel has Willard batteries, and is painted with International products. The Hathaway winch is driven through a Kinney clutch with multiple V belt.

The *Carol and Estelle* was expected to be ready to leave the shipyard, ready for fishing, a month after launching. She will engage in scalloping under Capt. Jacob Jacobsen.



The "Carol and Estelle", launched at So. Bristol, Maine. Left to right at top: Wm. A. Parks of Bristol Yacht Building Co., builder; Mrs. Morris Rosenberg, sponsor; Mrs. Harvey Shand-brun; and Morris Rosenberg, owner.

trunk, and watertight bulkheads made with four thicknesses of wood sheathing and tar paper insulation.

The fo'c's'le has a sliding table and escape hatch under the whaleback, and is furnished with a No. 135 Shipmate range.

Power is supplied by a GN6, 260 hp. Cooper-Bessemer Diesel, driving a 60 x 40 Hyde propeller on a 6" bronze shaft. There are two sets of 32 volt Surrette batteries. New England Trawler Equipment Co. furnished all the deck gear and their Model WD700, 450 fm. 3/4" wire-capacity winch.

## "Gaetano S." Launched at Essex

THE launching of the 92 ft. dragger *Gaetano S.* at Story's Shipyard, Essex, Mass., on January 29, became unusually eventful when the vessel listed sharply going down the ways and sheared off 11 frames of another dragger under construction alongside. However, she righted herself and completed an otherwise successful maiden dip.

The vessel was built for her skipper, Capt. Joseph Parisi of Gloucester, and was christened by Miss Grace Scola. Built from a new full-lined design of the shipyard, the *Gaetano S.* has a beam of 20' and depth of 11' 6". Her capacity is 175,000 pounds. Commodious accommodations are provided for 8 forward, 2 in the deck house and 4 in the cabin.

Special features of the vessel are her steel engine room



Miss Grace Scola, sponsor, and Capt. Joseph Parisi, owner, of the "Gaetano S." launched at Essex, Mass.





## Conversion Possibilities Shown in Tug "Duke"

IT is not often that it pays to spend \$100,000.00 rejuvenating an old tugboat hull, but there is not the slightest doubt that the B. & O. tug *A. C. Rose* has proved an exception to this rule. She was built in 1888 at Philadelphia for the Baltimore & Ohio Railroad Co., as solid a charcoal iron tugboat hull as they came. In the course of the years her 380 hp. steam plant pulled and pushed many a carfloat and box scow.

When Robert B. Wathen spotted the tug in 1942, he realized that here was a hull that was worth a better fate than to be broken up for scrap. He acquired the tug from the Baltimore & Ohio Railroad and proceeded to have the Patapasco Dry Dock Co., which he operates at Baltimore, Md., clean her out for a brand new Diesel installation.

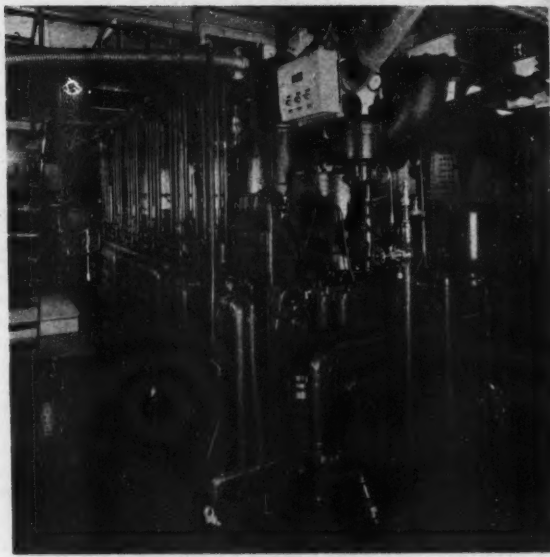
An Atlas-Imperial Diesel engine was selected for propulsion power and installation was completed in December, after which successful dock and harbor trials were conducted.

The *Duke*, the new name of the tug, is owned and operated by the Diesel Tug Wathen Corporation, a subsidiary of Wathen & Co., and measures 100' x 22' x 9.6'. After having been placed in drydock, her charcoal iron hull was drilled and all thin plates replaced, so that her hull now has the original thickness. She is completely new from her deck beams up, with entirely new deck, waist, guards, main and pilot house giving her a distinctive appearance as shown by the accompanying illustration.

In fact, only the hull remains of the original tug. Her equipment is complete and enables the tug to take on any kind of a job whether long distance towing or harbor work.

### Engine Equipment

The main engine is a Model 6HM3358 six cylinder, 15 x 19" Atlas-Imperial four cycle, direct reversible Diesel developing



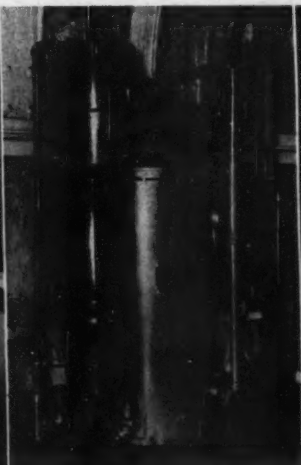
Forward end of 600 hp. Atlas-Imperial main engine in the "Duke", showing built-in compressor and water circulating pump. The box at top is the Brown Automatic Alarm System.

600 hp. at 300 rpm. It operates with a common rail high pressure fuel injection system with a full load fuel pressure of approximately 4,500 lbs. per square inch. On the trial run, operating light, an exhaust temperature of 575° F. was developed at 300 rpm., indicating a load temperature of approximately 730° F. when towing. When running light, a speed of 12¼ knots was attained at 575° F. exhaust. She turns a four-bladed Ferguson propeller, and has new tail and intermediate shafts. Vibration is said to be conspicuously absent when running either light or when towing.

There are two four cylinder 4½ x 6" Cummins Model H auxiliary Diesel engines in the engine room, each direct connected to a 25 kw. 1200 rpm. Crocker-Wheeler 125 volt DC generator, and mounted on Korfund vibration dampers.

A 20 kw. variable speed, 125 volt DC General Electric generator is driven by Manheim "Veelos" sectional V belt from the tailshaft, and to complete the electric system, a 56-cell 110 volt Prest-O-Lite heavy duty marine type storage battery is floated on the line. The switchboard, built by the Wolfe & Mann Manufacturing Co., has a Hartmann Reverse

(Continued on page 30)



Left, aft end of Atlas-Imperial main engine showing single lever starting and maneuvering control; and the switchboard controlling shaft generator, auxiliary generator and the battery. Center view shows the Briggs D-8BR lube oil clarifier, (forward round unit) and the F-50 fuel oil filter (square box to right) for the main engine. Right, the Briggs F-5 fuel oil filter on one of the two Cummins auxiliary engines.



## Virginia Fisheries Make Plans for 1944

**P**LANS for expansion of the repletion program of the State were discussed by the Virginia Commission of Fisheries at its initial meeting of the new year on January 25.

Purchase of shell oysters will be on a basis similar to that of the program last year. Attention was given also to the shad conservation program and the protection of crabs.

Charles M. Lankford, Jr., Commissioner, presided and welcomed Wayne D. Heydecker, Secretary-Treasurer of the Atlantic States Marine Fisheries, and Dr. Herbert F. Prytherch, co-ordinator of the fisheries of this area under the Fish and Wildlife Service.

### Study Shellfish

A study of how federal investigation may tie in with the local program for the benefit of shellfisheries was made at a session of Fish and Wildlife representatives on February 11 with Commissioner Lankford and other members of the Virginia Commission of Fisheries in the local offices of the Commission. The meeting was called by Dr. Ira Gabrielson, of the Fish and Wildlife Service.

Dr. Paul S. Galtsoff, who has charge of the shellfisheries investigation, from Washington, and Dr. Leslie Shandholzer, bacteriologist of the section, met with the local officials.

### Expect Laboratory Fund

According to an announcement by Commissioner Lankford, the Legislature is expected to approve an appropriation which will give a more permanent status to the work of the Virginia Fisheries Laboratory with a fund of about \$20,000 per annum on which to operate.

A recommendation for a study of methods of rehabilitating depleted oyster rocks with particular emphasis on ways of increasing the production of seed oysters has been approved by the Laboratory's Advisory Board composed of men prominent in the oyster industry of the State.

### Ballard Plant Destroyed by Fire

On January 30, the plant of the Ballard Fish & Oyster Co., Norfolk, and the Keeling-Easter plant, lime manufacturer, were destroyed by fire. About 300,000 pounds of high quality fish were lost, but trawlers at the dock were saved. This Company has been expending a great deal of money in the construction of one of the finest and best equipped plants along the coast. To have it destroyed at this particular time, when large stocks of fresh fish are being received, represents a great loss to the industry, especially under present conditions when replacements are so hard to get. The J. H. Miles Co. property adjoining escaped damage.

### Norfolk Area Landings Jump

With the arrival of Northern draggers, landings in the Norfolk area showed a big increase during January. Sea bass accounted for 875,000 pounds, scup 848,000 and fluke 315,000. The total of all fish for the month was 2,119,000, the largest since last August.

### Decline of Shad

Dr. R. V. Truitt, of the State Biological Laboratory of Solomon's Island, warns of the decline of shad in the Chesapeake Bay.

"To cite one instance, the shad fishery has declined from 15 million pounds to something under 3 million pounds yield per year. This has taken place in spite of the fact that the waters have not changed materially in their chemical, physical, and biological aspect.

"Decline in the fisheries has been brought about by increasing pressure on capture, that is, more and more fishing effort, with a resultant decline in the reserve for brood stock purposes."

The State in 1940 licensed the fishermen. It was found that this reduced the number of fishermen and increased the catch of fish. Some agitation was caused by the licensing, but it has proved a success.

### Good Catch

Capt. Dulany Linton of Saxis, Va., caught 150 boxes of rock and perch, the last week in January. L. Elwood Dize, Crisfield wholesale dealer, purchased the catch.



"Isle of York" and "Clara", two of the five 50' fishing boats owned by C. P. Cropper, Ocean City, Md., and all powered by Caterpillar Diesel engines.

## Maryland Oyster Grounds Leased

**T**HE season for oyster dredging closes on March 15th. Tonging season closes on April 15th, in the Maryland waters of the Chesapeake Bay. Lyman J. Lattimore of Upper Fairmount has leased 5 acres of oyster grounds in Big Annessex River off entrance to Hall's Creek. Wade Bloodsworth of Mt. Vernon has leased 10 acres in Monie Bay.

### Capt. Major C. Todd, Sr.

Capt. Major C. Todd, Sr., 76, of Crisfield, died on Saturday, January 22. Capt. Todd was a well-known skipper of the Chesapeake Bay. He came to Crisfield from Holand's Island, 26 years ago. His sons, Capts. Ira T. Todd, George Todd, and Major C. Todd, Jr., are all well known and successful fishermen, on the Chesapeake Bay.

### Quinn Fisheries to Build Two Boats and New Plant

The Wallace M. Quinn Fisheries are going to establish a shipyard in Crisfield. They are going to build two menhaden fish steamers, and if they can secure the material, are contemplating building more. Mr. Quinn, manager, has purchased standing timber and a saw mill, and is going to manufacture his own lumber. This firm is also going to build a factory near Charleston, S. C. They have plants in Beaufort, N. C., Fernandina, Fla., Apalachicola, Fla., and Pascagoula, Miss.

### Riggin Building New Machine

Lloyd Riggin, manager of the seafood firm of Ralph Riggin & Bro. of Crisfield, is building a machine to cut off the heads and tails of herring. He has already invented a machine to split the fish and has it in operation.

### Reconditioning Delaware Menhaden Trawler

The 121' menhaden trawler *Eugene F. Price*, which was salvaged after sinking, is now being reconditioned at Brown's Boatyard, Whitehaven, Md. Built in 1874, the vessel is owned by Consolidated Fisheries of Lewes, Del., and is being converted from steam to Diesel power with the installation of a DMG-6, 12 x 15 Enterprise engine rated 400 hp. at 400 rpm.



# Production Program for 1944 Outlined

## Coordinator's Office Holds Washington Conference with Industry Consultants

**A** 1944 production goal of 5,300,000,000 pounds for the nation's fisheries was set at the conference of the Consultant representatives of the industry and officials of the Office of Co-ordinator of Fisheries, in Washington on February 2 and 3. This represents a 300 million pound increase over last year's goal in order to meet the War Food Administration's requirements.

In outlining the needs of the military forces, Lend-Lease shipments, populations of occupied countries, and American civilians, Lt. Col. Ralph W. Olmstead of WFA listed the following production objectives for this year: Canned fish, 858 million, a 56 million increase over the 1943 goal; fresh and frozen (round weight except for mollusks which are edible weight) 1,415 million, up 212 million; cured, 113 million, a decrease of 42 million; and meal, 530 million, the same as for last year. The average annual per capita allowance of fish and shellfish for civilians this year will be 9.7 pounds, while the estimated demand is 13.7 pounds.

The estimated production for 1944 arrived at by the expectations of the consultants, is 4,250,000,000 pounds, an increase of 300 million over the 1943 catch. On this basis the WFA goals would be met on fresh and frozen fish, but there would be deficiencies of 196 million in canned requirements, 48 million in cured, and 130 million in meal.

### Address of Co-ordinator Ickes

The opening address of the war conference was delivered by Co-ordinator of Fisheries Harold L. Ickes, who said in part:

"The production of fishery products in 1943, while greater than in the previous year, was far short of our goal. This year again the industry is being asked to produce many additional pounds. This year you will find that many of your handicaps have been removed.

"Due to the extent of the Navy's construction program and the rapidity with which much of it has been completed, it has been possible to arrange for the return of a substantial number of vessels which had been requisitioned for war service. It appears likely that the rate of return will be accelerated in 1944.

"The production of basic materials has grown to such an extent that we have been able to obtain materials for the construction of nearly 600 new vessels.

"The Navy naturally has prior rights to supplies of such things as marine engines, and the situation with regard to these may be tight during the first quarter of the year. It appears, however, that an adequate number will be available for those fishing vessels whose construction has been approved.

"You already know that there has been an improvement in the supply of nets due to the cancellation of most of the Army contracts for camouflage nettings. Sufficient fuel will be obtainable for genuine needs.

"Many other more minor requirements it will be simpler to satisfy in 1944; in other cases you will have to improvise.

"That leaves manpower, and so far as I can determine there is little likelihood that the shortage, so far as fishing is concerned, will be much greater than was the case last year al-



Left to right at table: Charles E. Jackson, Assistant Deputy Co-ordinator of Fisheries; Hon. Harold L. Ickes, Co-ordinator; Dr. Ira N. Gabrielson, Deputy Co-ordinator.

though the supply of shore labor may diminish.

"We cannot control the migrations of the menhaden, the mackerel, or the sardine. We can only hope that they will be on hand in sufficient numbers and that we will be ready to take them if they are. We have gone a long way toward pro-

viding your industry with the necessary tools; the biggest part of the job is now up to you.

"What the fishing industry must do is clear. It must produce all that it can with whatever means are available. And it must remember that this production is needed, and greatly needed, and that questions of extra large immediate profits and so-called positioning for the future must not be permitted to stand in the way.

"The Co-ordinator of Fisheries has, under the terms of the Executive Order establishing the office, as well as under a transfer of powers from the War Food Administration, a considerable amount of authority. Except in the case of the California sardine fishery this authority has not been extensively used. Where we have had an opportunity to work out the problems of the industry without resorting to the exercise of wartime powers, we have done so. It is impossible now to tell whether the full authority of the Co-ordinator will have to be used in 1944. I can say, however, as I did last year, that we will take no drastic steps regulating the industry or portions of it without full consultation with the industry."

### Report of Dr. Gabrielson

In a general report on the program and accomplishments of the OCF, Dr. Ira N. Gabrielson, Deputy Co-ordinator, presented the following, abstracted from his report:

"Last February when you were here, the Office of the Co-ordinator of Fisheries was just beginning to get under way as an effective agency. In March and April the regionalization of the agency was completed and the men in the field went to work for the industry.

"We were seriously handicapped for most of the year by lack of funds. The office was organized too late to be included in the regular budget estimates for the current fiscal year and we were forced to depend upon the resources of the Fish and Wildlife Service both for personnel and operating expenses. This cut down the effectiveness of the regular work of the Service and prevented the Co-ordinator's office from doing many things for the industry which it had hoped to do. Congress has recognized our problem and finally provided an appropriation of \$175,000 which became available to us just before Christmas.

"Recently the President submitted his budget estimates for the fiscal year beginning next July 1. These estimates include \$300,000 for the Co-ordinator's Office—which is enough to maintain the work at its present level.

"The question of allocation, where necessary, has been considered at length. We do have funds now which could be used for relatively small scale controls and we have not dismissed allocations as a possibility, but we will not order artificial controls unless there is a clear need for them, and if by their institution production can reasonably be maintained or increased.

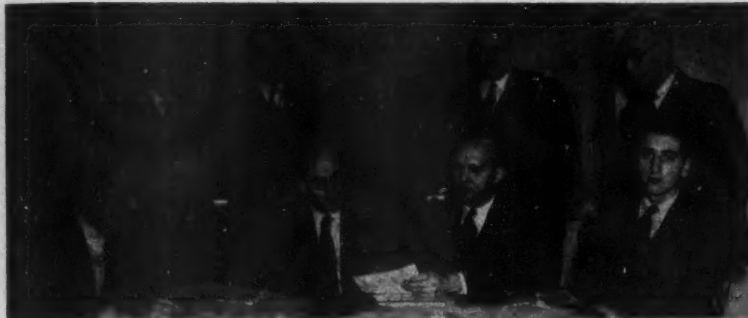
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Seated left to right: Moses Pike, Holmes Packing Corp., Eastport, Me.; Frederick McG. Bundy, Gorton-Pew Fisheries Co., Ltd., Gloucester; John Nagle, Boston; Chas. E. Jackson, Asst Deputy Co-ordinator; Wm. C. Herrington, Area Co-ordinator, Boston; Dr. Colston Warne, Amherst College; Capt. Patrick McHugh, Atlantic Fishermen's Union.  
Standing left to right: John Murray, F&WS; Elliott Hudgins, OPA; Don Bloch, F&WS; Wm. Royce, F&WS, New Bedford; B. E. Lindgren, F&WS, Boston.



Seated, left to right: Wm. C. Neville, Area Co-ordinator, New York; Cyrus Chilton, F&WS; Frank Anderson, F&WS, New York; Dr. H. F. Prytherch, Area Co-ordinator, Beaufort, N. C.; Dr. David G. Frey, F&WS, Milford, Conn.  
Standing left to right: Dr. Lewis Radcliffe, Oyster Institute; Francis Randlett, F&WS, New York; Dr. Paul Galtsoff and Dr. Leslie A. Sandholzer, F&WS, College Park, Md.; John H. Matthews, Chesebro, Robbins & Graham Co., New York.

Seated left to right: A. J. Robida, Fish Producers' Exchange of Florida; R. O. Smith, Area Co-ordinator, Jacksonville; Harvey Lewis, Gulf Coast Seafood Producers' and Trappers' Assoc.; Mrs. L. D. Peterson, F&WS, New Orleans; C. A. Greiner, Southern Shellfish Co., Harvey, La.; G. B. Saunders, F&WS, Brownsville.  
Standing: C. F. Lee, F&WS; Dr. A. E. Hopkins, Area Co-ordinator, Pensacola; W. W. Anderson, Area Co-ordinator, and J. E. King, F&WS, New Orleans; Dr. Walter Chipman, F&WS, Pensacola; West Jacobs, F&WS, Jacksonville.



"While we have been anxious to restore gaps in our fishing fleets, our chief effort during the past year has been in keeping the existing fleet in operation.

"To cite one example of our service in this respect, in 6 months the Office of the Co-ordinator of Fisheries obtained materials for 1900 engines for replacement. Without such of these engines as have already been delivered, many vessels would be tied up today.

"While almost every element in the industry is pleased over the fact that we are now getting materials for new vessel construction, there are some, as there always have been, who are afraid that the fleets may get overbuilt, particularly when it is known the rate of return of vessels requisitioned by the armed services is being accelerated.

"I would like to make it clear here that we are aware of the pitfalls of over-building. We want the fisheries to be in a healthy state economically and we also do not wish to see any over-fishing which might imperil the natural resource on which the industry is based. Before construction of new vessels is approved, the advice of the industry is solicited by the area co-ordinator and the applications are screened in the light of both present conditions and possible future trends.

"Because commercial fishing is more or less localized the public generally has in the past known little about its importance, its methods, or its problems. The Office of the Co-ordinator therefore has maintained a consistent effort to inform the country as a whole about the industry and its operations.

"While we have been dealing with the special problems brought about directly and indirectly by the war, I am of

the opinion that there will be many lasting benefits from the work of this Office. The people of the United States generally, and the officials of other agencies of the Government will know more about your industry. Many of the species of fish and shellfish which have been introduced to the public for the first time during the war may very well continue to form the basis of profitable and permanent new fisheries. The industry itself will be better organized and better able to work as a unit, in the solution of some of its most pressing difficulties both now and in the future."

Following the opening general meeting, area committee meetings were held, at which the area coordinators and industry consultants discussed the problems connected with increasing production. The recommendations of the various groups were later reviewed in a general session for adoption in the 1944 National production program.

### Great Lakes Area Report

The Great Lakes and Mississippi Valley area group, presided over by Dr. John Van Oosten, estimated that their production would increase from 115,400,000 lbs. in 1943 to 119,900,000 this year. Increases are predicted in the catch of carp, chubs, saugers, sucker (mullet), whitefish, yellow perch and yellow pike. Blue pike and smelt are expected to decline, while the remaining varieties will show no change. The Great Lakes are confronted with lack of manpower, particularly on boats. Numerous boats, without crews, are tied up; other boats have short crews, and less gear is being fished.

(Continued on page 28)



## Maine Alewife Production Can Be Doubled

**P**RODUCTION of alewives in Maine may be more than doubled as a result of recommendations for the improvement of this fishery submitted to the State by the U. S. Fish & Wildlife Service on the basis of a survey of Maine streams last season. Present catches of the alewife, are only about two million pounds a year in Maine, compared with four million in the 1890's.

The chief causes of the decline, the survey revealed, are impassable dams, poorly designed and maintained fishways for passage over dams, and excessive fishing.

The Pemaquid, Sheepscot, Saint George, East Machias, and Medomac Rivers are included in a list of 17 streams in which it is recommended that the restoration program should be concentrated. Nine of these streams were stocked with alewives in 1943 and three others will require stocking to get runs established.

One of the chief causes of over-fishing is said to be the custom of leasing alewife streams to a company or private individual, usually for only one season. The successful bidder has no interest in future runs, and excessive fishing results. The towns themselves should do the fishing, with proper regard to the brood stock, and then sell the fish, it is recommended.

The progeny of the alewives stocked in 1943 will not return as spawners until 1947. The stocking program must be continued for four years in order to build up or establish runs in each year of the alewife's four-year cycle. A total of some 7,500 alewives were planted in 13 streams during the 1943 runs and a subsequent check showed that spawning had been successful.

### Landings Up 3 Million in 1943

Maine fishermen last year increased fish landings by more than three million pounds to cross their goal of increased production for 1943.

The annual fisheries report compiled by the Sea and Shore Fisheries Department shows that 152,996,316 pounds of fish were landed at Maine ports in 1943, valued at \$7,334,127. The poundage increased was 3,509,772 over 1942 and the value jumped \$2,155,480.90. Although this was a substantial value increase to the fishermen a large percentage was written off by the increased cost of working material.

At 11,468,625 pounds the lobster harvest set a 28 year high. 1915 was the nearest comparable year when 11,500,000 pounds of the shellfish valued at \$2,349,000 were taken. In 1943 Maine lobster fishermen received \$2,933,304 for their catch with the year-round price averaging .2557 a pound.



Sardine carrier, "Edward M.", built by Newbert & Wallace, Thomaston, Maine, and owned by Belfast Packing Co., Belfast. Powered with 140 hp. Chrysler Royal marine engine with 3:1 reduction gear, sold through Walter H. Moreton Corp., Boston. The vessel has a capacity of 1000 bushels, and is captained by Frank Childs.



The 55' yellowtail dragger and scalloper "Edith", owned by John Mortensen and skippered by Capt. Martin Mortensen of New Bedford. Powered with a 75 hp. Wolverine Diesel.

Cod landings were up over the 1942 mark by more than a million pounds. Hake showed an upward trend of more than a million pounds but the money making rosefish dropped off a like amount to 25,000,000 pounds. The herring landings also displayed a marked decline of almost 200,000 bushels for the year.

In the shellfish, clams and crabs showed a definite decline of more than 50 percent under 1942. Mussels went to the other extreme jumping from 1900 bushels in 1942 to 132,230 bushels in 1943.

### Shift in Production Areas

In total landings by counties, Hancock led the state with 48,402,839 pounds and Cumberland county held second place with 44,387,046 pounds for 1943. These figures point to a trend in the fisheries on the Coast. For the past half century Cumberland county and Portland have led in the poundage and value. In the past three years the eastern counties have gradually taken the lead until they hold a place of first importance in the industry.

### Sardine Packing Season Opens Early

The lifting of the Canadian prohibition against sending seined herring from waters across the line, has enabled Maine sardine packers to get off to an early start this season. Two Eastport plants started packing late last month and a Lubec factory started the first week of February, a month ahead of last year. Surprising quantities of herring for this time of year are being caught.

### Reed Bros. to Build Two 90-Footers

Reed Bros. of Boothbay Harbor, have contracted to build two 90 ft. draggers, one for Capt. Isadore Tarantino, and the other for Capt. Alfonso Mineo, both of Gloucester.

### Boston "Lumpers" Resume Work

**A**BOUT 100 lumpers who unload boats at Boston Fish Pier returned to work February 17 after a three-weeks strike. Their pay had been cut from 15 to 10 dollars per man for each 100,000 pounds discharged, and they are now receiving the reduced rate. During the strike fishermen had to unload their own boats, a job which required two days on large trips.

### Boston Landings Resumed

The first landing of fish following the strike was made at Boston Fish Pier on January 21, when the *Newton* discharged 135,000 lbs.

On February 9, the Pier had one of its biggest days in recent months receiving 930,000 lbs., from 8 vessels. Of this total, the high-line trawler *Cormorant* accounted for 210,000.



## Gloucester Boats In South Lack Unloading Labor

**T**WENTY-ONE Gloucester draggers have been fishing out of Virginia ports this Winter, which represent an increase over last year but are short of the 30-boat fleet that has gone in the past.

However, the labor shortage on Virginia wharves has been quite serious, causing much unloading delay. As a result, one boat, the *Leonora C.*, Capt. Antone Sears, has already returned to Gloucester. One half of a 120,000-pound trip she landed spoiled because of prolonged unloading time. Also, it is reported that prices at the Virginia ports have taken a severe slump since the season opened, because of big landings. The fish seem to be unusually plentiful on the Southern grounds.

Among big trips landed recently at Portsmouth were 130,000 pounds by Capt. Frank Rose of the *Spring Chicken*; 91,000 by Capt. Manuel Goulart of the *Evalina M. Goulart*; and at Norfolk, 100,000 by Capt. Nelson Amaro of the *Doris F. Amaro*.

Several of the vessels operating South have made trips to New York, and they include the *Catherine L. Brown*, Capt. Louis Brown, which landed a trip of 119,000; the *Lady of Good Voyage*, Capt. Manuel Rocha, which landed a trip of 91,000; and the *Old Glory*, Capt. Simplicio Biachao; *Olivia Brown*, Capt. Frank Brown; and *Mildred Silva*, Capt. David Ribeiro.

Among other boats fishing in the South are the *Jorgina Silveira*, Capt. Alvaro Silveira; *Marie & Winifred*, Capt. Alexander MacDonald; *Paolina*, Capt. Joe Frontiero; *Joffre*, Capt. Simon Theriault; *St. Peter*, Capt. Benjamin Favazza; *Mary Rose*, Capt. Joseph Ciarametaro; *Sea Hawk*, Capt. Joseph Goulart; and *Bonaventure*, Capt. Joseph Novello.

### "Inca" Goes Down With Crew

Seven Gloucester fishermen, including Captain-owner John Orlando, lost their lives when a merchant vessel ran down their 72 ft. dragger, *Inca*, on January 13 off Cape Henry, Virginia. She was returning to Phoebus with her second trip of the Southern season. The dragger had been sunk once before when rammed by a Coast Guard cutter in 1940, but at that time the entire crew was rescued.

### "Trimembral" Gets Cummins Engine

The 53' dragger *Trimembral*, owned by Virgilio Bros. of Gloucester, and skippered by Capt. Joseph Virgilio, has been repowered with a HMR-602, 100 hp. Cummins Diesel with 2.5:1 reduction gear, turning a 34 x 27 propeller. The vessel has been completely overhauled and fitted with a new house.

### Fabet Fish Corp. Opens Plant

Fabet Fish Corp. has started business on Wharf Street, and is now assembling filleting machinery for use next month. Nelson Harrington and Wm. Sullivan, who operate fish firms in Boston, are president and vice president respectively, of the concern. The Company owns the trawler *Fabia* and dragger *Bettina*.

### "Irma Virginia" To Have Caterpillar

The 52' *Irma Virginia*, owned by Capt. Salvatore Frontiero, is to be repowered with a D13000, 115 hp. Caterpillar Diesel with 2:1 Twin Disc reduction gear, sold by P. I. Perkins Co., Boston. The engine will be equipped with a front power take-off for driving the winch; and a 32 volt, 750 watt, 24 amp. generator for battery charging. Mounted on the Diesel is an independent, 2 cylinder, gasoline starting engine furnished with 6 volt electric starting motor as well as hand crank.



Capt. Joseph Virgilio, owner of the "Trimembral", of Gloucester, which has been equipped with a new 100 hp. Cummins Diesel.

## New Bedford Non-Controlled Fish May Get Ceilings

**N**EW BEDFORD fish buyers continue to pay fabulous prices for non-controlled varieties in order to secure trips of yellowtails and other fish subject to price control. Early this month, ocean pout hit an unprecedented high of 34 cents per pound. Haddock spawn, ordinarily bringing 20 cents, was bought for \$1.95 per pound, when 500 pounds were landed in a trip that also contained 61,000 pounds of groundfish.

Such high prices are absorbed by dealers in selling controlled varieties on which a larger than necessary mark-up is said to be allowed. As a result, prices to the consumer are not increased and the fishermen in effect get a portion of the dealers' profit.

The regional OPA office has asked the co-operation of the industry in preventing the bidding of inflationary prices. It is reported that OPA officials have made a recommendation to Washington that ceilings be established on species not now regulated. OPA enforcement investigators have been visiting the waterfront, but the legal status of high bids remains in doubt.

### Superior Fish Plant Opens

Superior Fish, Ltd., operated by Raymond de Rocha and Louis Garston, opened a fish buying and filleting business in the State Pier building last month. Three unloading doors open on a 675 ft. platform, and an additional unloading shed for small boats has been built on the shore side of the pier slip.

### Casey Building Two Draggers

Casey Boat Building Company, Inc., of Fairhaven, is building a 74' 6" dragger for Haskell and Julius Herman of New Bedford, to be powered with a 150-200 hp. Kahlenberg heavy duty Diesel; and an 82-footer for Capt. Isaac Norton, Edgartown, designed by Eldredge-McInnis, and to be powered with a 250 hp. Atlas Diesel.

The Company has recently been appointed New England distributors for Kahlenberg Diesel engines.

### New Company Orders Dragger

Nonquitt Fish Co., Inc., has been formed at New Bedford, and will have a 73 ft. dragger built at the Palmer Scott boatyard.

### Two Repowered with Atlas

The 48' dragger *Fred Henry*, owned by Dr. Chester Glenn, Oak Bluffs, and skippered by Capt. Dan Frost, and the 45' *Wellington*, owned by Capt. Loren Russell of Provincetown, have been repowered with new 60 hp. Atlas Diesels, sold by Percy Remington of New Bedford.



The "Elenore K.", skippered by Capt. Joe Authier of Vineyard Haven, and owned by Leo Allen of New Bedford Fillet Co. She is powered with a 100 hp. Superior Diesel.



## Louisiana Wants Change In OPA Shrimp Count

**A**T a recent meeting of shrimp fishermen and dealers with OPA regional representatives at Morgan City, the industry stated that the present set-up for price control on jumbo shrimp is unfair. In the past, all shrimp running 25 or under to the pound have been classed as jumbos and received a common price. OPA set prices of \$28 per barrel for 20 count or under, and \$24 on 21 to 25. The industry believes the dividing line is so fine that determination of sizes is difficult, and that the price differential reacts to the disadvantage of both fishermen and dealers, since the sizes seem to lose their identity as the shrimp are offered on the market.

### "Dragonet" Changes Hands at Morgan City

Captain A. F. Sauls is now owner of the *Dragonet*, a 50 ft. trawler formerly owned by the Riverside Sales Company. He had contracted with the E. Klonaris Shipyard for a new boat, but made a deal with the Riverside whereby he took over the *Dragonet*, and the Riverside will take the new construction when it is launched. Before becoming an owner, he captained the 40 Fathom No. 7 for General Seafoods.

### New Trawler for Versaggi

John Versaggi, operator of Versaggi Shrimp Company, says that the company's new trawler, the *Liberator*, will be ready for duty in about 30 days. The 60-foot craft is now in the bay where a Caterpillar Diesel engine is being installed. The boat was built by E. Klonaris.

### Another Porgy Boat for Santos

Captain John Santos added another porgy boat to his fleet of 6 when the *Four Kids* was launched at the Patterson Shipyard. The new boat is 85 feet long and has a 21 foot beam; it will be powered by 215 hp. 9 x 12 Superior Diesel. Captain Santos expects to send his porgy fleet out by April 1st.

### Klonaris Keeps 'Em Building

During the past two months, the E. Klonaris Shipyard in Klingsville has launched trawlers for the following seafoods plants and shrimpers: One each for the Riverside Sales Company, J. R. Hardee, Jr., J. H. Webster and M. C. Young, Versaggi Shrimp Company, Nat Collins, and two for the Morgan City Packing Co.

Now on the line at the Klonaris yard are trawlers for the Riverside Sales Company, Versaggi Shrimp Company, Manual Versaggi, J. J. Hebert, J. R. Hardee, Jr., Jack Carnihas, Raymond Leloup of Golden Meadow, and Charles Tambrella of Galveston, Texas.

### "Lawrence Jr." Being Repaired

The *Lawrence, Jr.*, is laid up for repairs at the Palmer-Pacetti dock. The cabin and pilot house are being rebuilt after having been destroyed by fire. The captain, Minton Jambon, and his crew, Michel Jambon and Edison Terrebonne, managed to put out the fire after some hard fighting and the trawler came back under its own power.

The *Lawrence, Jr.*, is the property of Raymond Leloup.

### Cutcher to Freeze Shrimp

Shrimp freezing equipment has been installed in the plant of Cutcher Canning Company, Westwego, Louisiana. A 6 ton Frick refrigerating system is employed, which gives a temperature of zero in one room and -20° in another. The daily capacity of the plant has been increased to 350 barrels.

## So. Carolina Oysters Important

**T**HE oyster industry is reputed to be the most important fishery handled by the South Carolina Board of Fisheries, employing more people and furnishing more food. Production increased from 337,637 pounds of oyster meats in 1890 to 1,719,400 pounds in 1939. During the fiscal year ending June 30, 1943, 1,469,254 bushels of shell and 1,795 bushels of seed oysters were planted by operators of leased bottoms under supervision of the Board's inspectors. More than 50 per cent of the annual harvest is produced on privately owned or



*Shrimper on the ways at Sarris Bros. Boat Yard, Tarpon Springs, Fla. She is 58' x 18' x 5 1/2' and is to be powered with a Caterpillar Diesel engine.*

leased bottoms. J. M. Witsell of Walterboro is chairman of the Board.

### Reduced Canned Oyster Pack

Atlantic Coast oyster canners are producing only 50% of last season's output, and few oysters have been canned on the Gulf coast. The high cost of raw stock is largely responsible. The solid pack method now used is said to result in better quality because processing in a small amount of liquor, retains the flavor and tenderness. Approximately one third more oyster weight goes into a solid pack can.

## Florida Spongers To Be Returned

**T**HE War Shipping Administration has offered to return to their original owners 10 vessels which had been requisitioned for war service from the Florida sponge fishery, which is centered at Tarpon Springs.

If the vessels are not taken back by the original owners at a price agreeable to the War Shipping Administration, they will be put up at auction and sold to the highest bidder.

The vessels to be returned are as follows: *Evdokia*, 38.8; *Apalachicola*, 40.7; *St. Nicholas III*, 39.9; *Aspasia*, 43; *Mary P. Leonis*, 41.8; *M. J. Athanason*, 41; *Chrisoula*, 42; *Panormitis*, 44; *P. Kremasso*, 43.7; *N. G. Artaras*, 41.4.

### Key West Fishermen Out On Strike

Little likelihood of the strike January 27 of the mackerel fleet at Marathon and the kingfish fleet at Key West spreading to Miami was seen by commercial fishermen and wholesale dealers.

The two fleets voted unanimously on January 26 to remain in port until a two-cent cut was restored.

Wholesale dealers said that, because of a large production of fish along the Atlantic seaboard this winter, the fish market had become sluggish and the cut to fishermen was necessary to compete with Northern wholesalers.

### Mack for "Redfish"

The *Redfish*, operated by General Seafoods at Miami, has been powered with a 605W, 100 hp. Mack Mariner Diesel.

### To Popularize Mullet

With mullet, the South's most important food fish, coming in ever-growing quantities to Eastern and Northern markets during the past year, the home economists of the Fish and Wildlife Service's laboratory at College Park have prepared a new fishery leaflet on the subject of "Striped Mullet and Their Preparation for the Table." Listed as Fishery Leaflet 48, this publication will be sent out free on request.

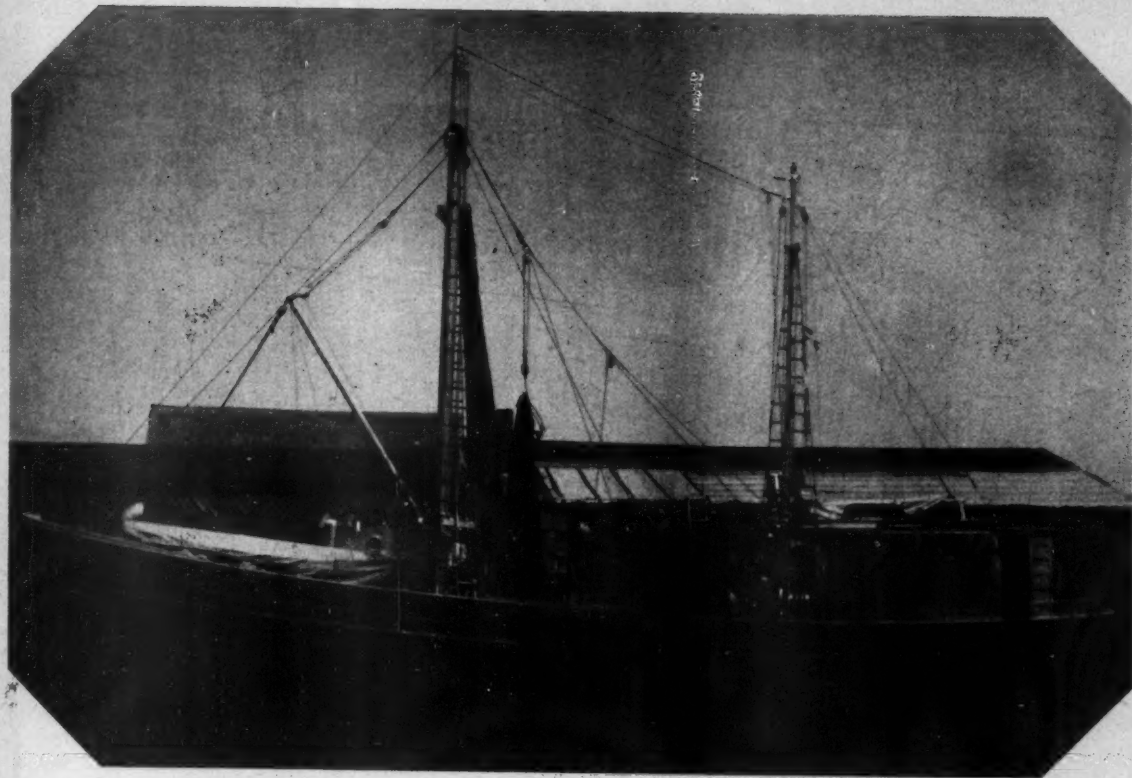
## Mississippi To Resume Operations

**P**ACKERS, seafood workers and a committee from the Gulf Coast Shrimpers and Oystermen's Association who met at a special meeting on January 29 decided to allow the steam oyster boats to go out, pending action by the War Labor Board and the Office of Price Administration on applications on wage and ceiling price increases, which have been filed by the three seafood groups.

It was announced on January 31 that agreement had been reached whereby the shrimping also would be resumed.



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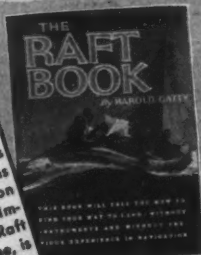
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## Wisconsin Changes Mesh Size

**A** SPECIAL Conservation Commission order permitting chub fishermen of Lake Michigan and northern Green Bay to use gill nets with a mesh of not less than 2 3/4 inches flexible rule measure for more than 35 meshes deep until October 9, 1944, has become effective with Governor Goodland's approval, Conservation Director E. J. Vanderwall announced on February 2.

This moratorium on enforcement of an order in effect since 1938, which fixed the minimum mesh size for these waters at 2 1/2 inches, was approved by the commission at a recent meeting.

Vanderwall emphasized that the 2 1/2 inches regulation again would be strictly enforced after the moratorium expires, and that fishermen who desire to use nets with 2 3/4 inch mesh in the interim will have to obtain permits from the department.

### Fishing Net Cases Dismissed

Four fishing net appeal cases were dismissed on stipulation by Circuit Judge Henry A. Detling. Municipal Judge E. H. Puhr ruled some months ago in replevin actions that nets seized by a Conservation warden from Two Rivers and Sheboygan fishermen be returned to the fishermen. The nets had been seized because they allegedly were less than the legal mesh size.

### Ohio and Michigan Eggs to Peru

Half a million fertilized "flying" fish eggs, a Good Neighbor gift from the Great Lakes to famous Lake Titicaca, highest navigable lake in the world, in southern Peru, on the boundary with Bolivia, in the heart of South America's Andes mountains, were recently flown there by Pan American Grace Airways.

The eggs, a gift to the Government of Peru, and intended to improve the food-fish stock in famous Lake Titicaca, consisted of 500,000 whitefish eggs from Ohio and many thousands of lake trout eggs from Michigan. The Michigan Department of Conservation and the Ohio Division of Conservation and Natural Resources cooperated fully in the enterprise, while the Fish and Wildlife Service furnished valuable assistance in arranging the shipment, particularly in regard to the technical requirements. Special Government priorities were arranged for the shipments.

### Lakes Smelt Fishery Afflicted

The disaster which wiped out uncounted millions of Great Lakes smelt last year is believed to have been so complete that in all probability none at all will be taken this spring when smelt normally swarm into the tributary streams of Lake Michigan and other Great Lakes.



Lifting Ederer gill nets with a Crossley net lifter on Lake Superior. This tug of the Brown Fisheries, Whitefish Point, Mich., with a crew of 5 men, will lift and set 8 miles of nets per day, taking 800 pounds of fish in 25 fathoms of water.



Whitefish taken from a Lake Superior pound net by the Brown Fisheries of Whitefish Point, Michigan. Jumbo whitefish are over 4 lbs. No. 1 whitefish are 2 lbs. to 4 lbs.

The smelt normally provide a catch of about 5 million pounds by commercial fishermen, plus perhaps 2 or 3 times as much taken by amateur fishermen at the time of the spring spawning runs.

Last winter the first indication of serious mortality among the smelt was noticed in southern Lake Michigan, at a time when fishermen in the northern part of the lake were making their usual large catches through the ice.

As the winter progressed the mysterious epidemic spread northward throughout Lake Michigan and into the other Great Lakes with the result that not more than a million pounds were caught in the entire area.

### Sheboygan Tug Sunk

The *Gotham*, a 65-foot all steel fishing tug, went down as it was attempting to reach the shelter of the Saugatuck harbor while battling high winds. Wreckage of the tug was strewn for several hundred yards along the beach. Aboard the vessel were its captain, Louis Gotham, his sons, Fred and Sam, and Harley Jones and his son, William. The Coast Guard was unable to launch rescue boats because of the intensity of the gale.

### Ashland Fisherman Drowned

George Powers, Bayfield commercial fisherman, drowned when his car crashed through the ice near Hermit Island, 6 miles northeast of Bayfield. Powers and his brother Orville were inspecting fishing lines when their car sank in about 120 feet of water. Orville, who escaped, suffered from exposure.

### Carp Find Ready Market

More than 52,000 pounds of carp were seined from the Fox River above Kaukauna and below De Pere during operations this fall, according to the Wisconsin State Conservation Department.

Two crews of contract fishermen took the fish on behalf of the State's rough fish removal program. Contract fishermen and state crews harvested about 6,000,000 pounds of carp, sheepshead and other species of rough fish for the State as a whole during the 1943 season.

The fish have found a ready market in eastern cities, where they bring between 5 and 8 cents a pound. Fur ranchers purchase the smaller fish at prices between one and 2 cents a pound.

### Three Fishermen Saved

Three of four Fairport, Mich., fishermen who spent more than 24 hours adrift on an ice floe in Big Bay De Noc were picked up by the Coast Guard craft *Sweet Gum* at 4:27 p.m., January 16, after a 200-mile cruise. The survivors were Henry Rochefort, and Delors and Edward Rochefort. Henry's brother John was on ice which had separated from the main floe, and died before rescuers could reach him.



## Production Program

(Continued from page 21)

### Middle Atlantic and Chesapeake

The committee representing the Middle Atlantic and Chesapeake region, which extends from Rhode Island to North Carolina, was in charge of Dr. H. F. Prytherch. They calculated that their 1944 catch, exclusive of menhaden, would increase 5 percent, or 17 million pounds, to total 336 million. Not much improvement is expected in oyster and crabmeat production because of manpower deficiencies in Chesapeake Bay shore plants. There is also a shortage of experienced fishermen in fixed gear fisheries such as pound nets.

However, in some sections, high prices have encouraged more intensive fishing with discovery of new grounds, but the establishment of ceiling prices might retard this development. A 10 percent rise is expected in quahaug and clam production in Rhode Island, Long Island and New Jersey. There may be an increase in oysters and trap fish in New Jersey. Military restrictions in numerous fishing areas are said to be causing serious production loss.

There is definite need of more freezer and storage space, with a large unit in New York City and several smaller units in the Chesapeake and North Carolina sections. The New York plant would provide greater utilization of present production to the extent of 10 million lbs. annually.

### South Atlantic and Gulf

The committee comprising the South Atlantic and Gulf territory, (South Carolina to Texas), with W. W. Anderson as chairman, were of the opinion that their output for 1944 will be approximately that of last year. A shortage of ice is anticipated this Summer. Freezer and cold storage facilities are inadequate, which results in a tremendous loss of production during peak runs of certain species, when the excess catch could be bought and held for slack periods.

In some cases the freezer space is not being fully utilized because of labor shortage. Fish buyers often seem to be in the business of selling freezer space instead of buying fish, and at times have shipped fish to New England for freezing, to have it later returned to Southern customers.

### Maine and Massachusetts

The group representing Maine and Massachusetts, headed by Wm. C. Herrington, estimated that 1944 production in that area could be increased 106 million lbs. over last year, to give an output of 746,703,000 lbs. Fish landings are expected to show increases at all Massachusetts ports, because of vessels being added to the fleet through new construction and return of units from the Government.

Maine production is estimated to remain the same as last year, with the exception of herring, which may show a 10% drop because of insufficient help in sardine canneries.

Additional production of under-utilized species probably will account for 5 million lbs. more of mussels and 10 million of angler fish, rajafish and ocean pout.

It is estimated that the manning of new and returned boats will require close to 1000 men. The only surplus of fishermen exists in Boston, where there are about 150 available men. About 250 former fishermen are expected to return from less profitable jobs in other industries. That leaves a deficiency of over 500, some of whom may be found among operators of small, less productive boats. There is a possibility that some shore workers may take more lucrative jobs on boats, but this will only aggravate the already serious shore labor shortage and make it more difficult to handle catches.

It was the opinion of the committee that the effect of price ceilings was the most serious problem facing the industry. "Black market" operations were said to account for a large share of the catch at producer and other levels, and have resulted in disruptions to production. It was urged that if price ceilings are to continue, they should be effectively enforced in order to preserve legitimate business operations, and that comparable ceilings be placed on all species.

### Bailey Bill and Post-War Problems

Following are excerpts of the remarks by Charles E. Jackson, Assistant Deputy Coordinator, relative to the Bailey bill:

"On January 26 Senator Josiah Bailey of North Carolina, Chairman of the Senate Committee on Commerce, introduced Senate Joint Resolution 112. The resolution directs the Fish and Wildlife Service to conduct a survey of the character, extent and condition of the marine and fresh water fishery resources and other aquatic resources of the United States and its territories, including the high seas resources in which the United States may have interest or rights. The resolution requires a report on commercial and recreational fisheries to be submitted to Congress not later than next January 1. If the resolution is adopted, it will be the first time since 1871 that Congress has of its own initiative directed a report of this nature.

"Senator Bailey's Resolution directs an inquiry into the economic phases of the fishing industry and is designed to build a program for future development.

"The fishing history of our nation indicates that we have fully exploited only a limited number of the most desirable species. Only 30 species are now taken in quantities exceeding 12,000,000 pounds.

"The South Atlantic fisheries, which in 1880 were second to New England in volume, offer important possibilities for development. Much needs to be done in the South Atlantic and Gulf areas to improve technological development, to put more fish in cans, in packages, and in quick freezing processes.

"Very little is known of the Gulf of Mexico fisheries. Shrimp accounts for more than half of the total fish production in this area. Many exploited species abound in the Gulf. Some species now being produced are capable of great expansion if markets can be found and if refrigeration facilities can be provided.

"Quantities of mullet were wasted and additional tons could have been produced in 1943, if refrigeration facilities had been available to care for them. Great quantities of small, edible fish are wasted. It has been estimated that in certain seasons the shrimp trawl fishery catches as many small fish as shrimp. There is no market for the former, and they go overboard. Spanish mackerel, snappers, and groupers could probably yield an increased production if markets were available. The crab resources of the Gulf and the South Atlantic undoubtedly could furnish much larger catches.

"To develop the latent fisheries of the United States it will be necessary to have team work among the Government, the fishermen, and the processor.

"To carry on proper exploration of the possibilities of our fisheries, research vessels are essential. The United States is the only important maritime nation that is without a fishery research vessel, although our coastline is far more extensive.

"If the Bailey Resolution is adopted we must in a short period develop a report that will furnish full and complete information upon which to base a permanent National Fish Policy."

### Material and Equipment Availability

Leroy Christey of OCF, in discussing the availability of materials and equipment for boat maintenance and construction, stated that the situation has eased somewhat, especially in basic materials. While it is impossible to secure everything desired, most essential items are now available. Because of the manpower shortage, WPB limits its allotments to essential users, and requires that they justify their needs by giving assurance that the materials are necessary to maintain or increase fish production. The functioning of WPB is becoming more decentralized, with regional offices now processing PD1-A applications up to \$2500, which amount may soon be increased.

To control the purchase of marine propulsion and auxiliary Diesels, WPB recently designated these engines as "Class Y Products". This means that a purchaser, whether a yard or a boat operator, must get WPB approval on Form WPB-1319 before placing a purchase order.

### Topics of Other Speakers

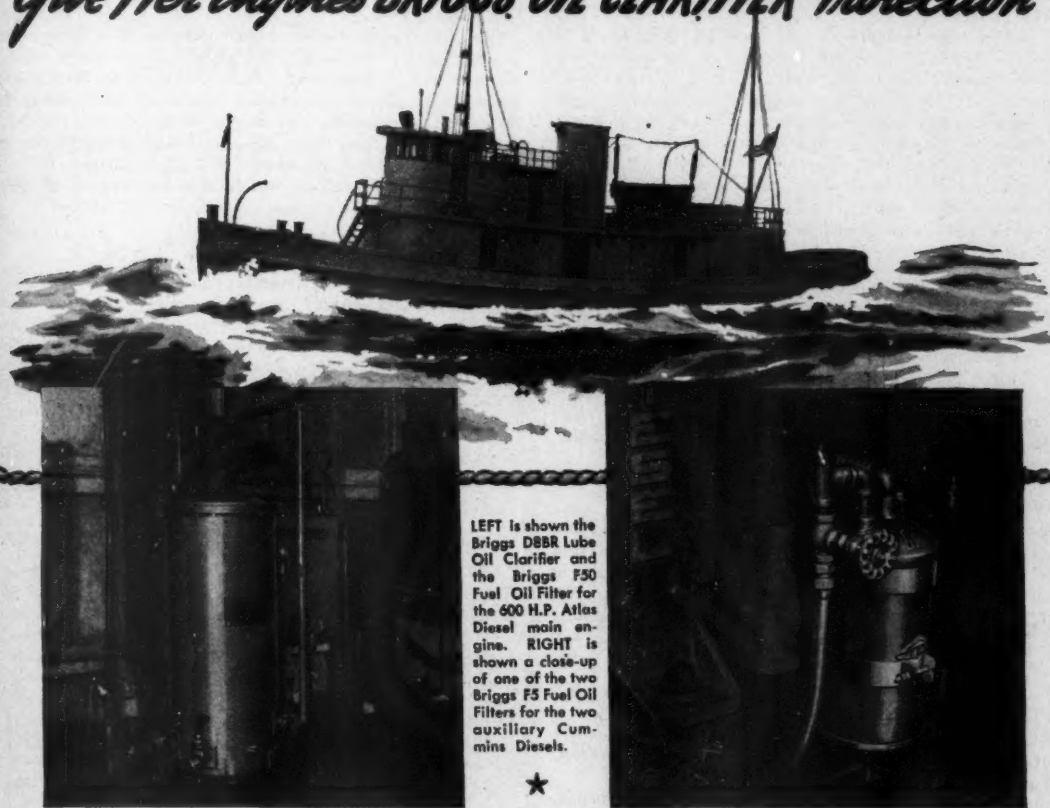
Other OCF officials who addressed the meeting included E. A. Power and M. C. James, who outlined the boat building program; Harry B. Hinkle, who discussed the manpower situation; J. M. Lemon, who reported on container research and technological studies; A. W. Anderson, who explained the work of the Division of Fishery Industries; and Chas. Alldredge, who described the publicity work.

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Representatives in Principal Cities



## Stonington, Conn. Yard Busy

**S**TONINGTON Boat Works, Stonington, Conn., are completing a 55' dragger, the *Carolyn and Gary*, for George Thompson of East Matunuck, R. I., to be ready for fishing April 1. The boat has a beam of 16' 3" and a draft of 7', and will be powered with a 170 hp. Buda Diesel with a 2:1 reduction gear, which was sold by Rapp-Huckins Co. of Boston. The boat will be equipped with a Twin Disc power take-off for operating a Hathaway hoist, Linen Thread twine and Wall rope.

The yard is now building a 46' x 14' x 5' dragger for Capt. John Pont of Stonington, which will be launched in about two months. She will have a 605-W 100 hp. Mack Mariner Diesel, 38 x 28 Columbian propeller, Hathaway winch, Shipmate stove; and will carry 3,000 pounds of fish.

On order are a 55-footer for Charles Walker of South Hampton, Long Island, and a 57-footer for Manuel P. Madera and John C. Rieta of Stonington; both to be powered with D 13000 Caterpillar Diesels.

The Stonington yard recently installed a new 125-ton capacity railway, and added a 55' extension to its shop.

### Rhode Island Dragger Has Cummins

The 50' dragger *Mary and Alice*, owned by Gamache Bros. of Point Judith, R. I., was recently repowered with a Model HMR 602 Cummins Diesel, rated 93 hp. at 16 rpm., and equipped with Twin Disc 2:1 reduction gear. The engine has Sperry hydraulic throttle control, Twin Disc front power take-off, Kraissl salt water strainer, Maxim silencer and Deluxe fuel and lube oil filter. The boat swings a 32 x 21 propeller, which gives a speed of over 9 mph.

## Milton Pt. Yard Gets Third Order

**C**APT. AUGUST RIETER, of Greenport, Long Island, has placed an order with Wm. Edgar John & Associates, of Rye, for a 62' dragger. The vessel will have a capacity of 45,000 pounds, and will be powered with a 171 hp. Buda Diesel with 2:1 reduction gear. This is the third dragger contracted for by the Milton Point yard, and is expected to be ready for fishing by July 15.

## E. A. Pflueger Dies

**E**RNEST ANDREW PFLUEGER, Chairman of the Board for The Enterprise Manufacturing Company of Akron, Ohio, died in that city on January 6.

"E.A." Pflueger joined his father in the making of fishing equipment at the age of 15. His 62 years in the fish hook and fishing tackle business saw the rise of a great industry. He had been a semi-invalid for the past two years, having turned the management of the business over to his three sons, and brother, Charles T. Pflueger, who is President of the Company.

Mr. Pflueger's first job with his father was the making of fish hooks and baits and other tackle items, and then going out and selling them. The Pflueger business was started in the kitchen of a farmhouse. Later, when the business developed volume, another brother, Joe Pflueger, who was later known as "Uncle Joe," took over the factory end of the business, while "E.A." directed the selling and administration.

Mr. E. A. Pflueger, for many years, took an active part in promoting conservation work in the interests of the commercial as well as the sport fisherman. He was the author of many articles which appeared in publications, pointing out the need of conservation, re-stocking of lakes and streams and the stopping of pollution of fishing waters. For 15 years he served as President of the Association of Fishing Tackle Manufacturers of America.



The late E. A. Pflueger.

## "Duke" Conversion

(Continued from page 18)

current relay and a Safety Car Heating & Lighting Co. lamp voltage regulator.

Alnor exhaust pyrometer and Weston electrical tachometer are installed on the main engine, with dials on the engine gauge board for convenient reading. Weston thermometers indicate the operating temperatures of lubricating oil and cooling water.

The fresh water cooling system consists of a Ross heat exchanger, with a Weinman 3 1/2" all bronze, reversible type, raw water pump, V belt driven from the tailshaft; and a bronze fitted double acting reciprocating type fresh water pump built-in on the main engine, and driven by an eccentric at the forward end. The fresh water cooling system circulates through a separate tank of approximately 200 gal. capacity.

The tug has a total fuel oil bunker capacity of 15,000 gallons, and lubricating oil storage tank for 400 gallons.

### Alarm System

A Brown Automatic Alarm System built by the Fleck Engineering Co., safeguards the engine against failure of lubricating oil pressure or excessive temperature rise of cooling water. The alarm system gives protection the moment the engine is started, and is entirely automatic with no dependence on manually operated switches. During normal engine operation a green light shows. In the event of oil pressure failure, the alarm sounds and a designated red light turns on, while in case of water trouble, an amber light appears. The alarm can be silenced, but the warning lights remain on until the trouble is rectified and the alarm switch turned on again.

### Oil Filtration

The Briggs Clarifier Co. furnished the continuous lubricating oil and fuel oil filtering equipment, which is designed to maintain oil in a chemically pure and physically clean state. In the Briggs system, oil is cleaned three times; first, abrasive dirt particles, carbon and metal chips are strained out by absorption in cotton sock and fibrous cellulose; second, engine corroding acids, sludge forming gums and resins are removed by absorption in a porous Fullers Earth block; and third, last traces of microscopic solid particles are absorbed in cellulose, woven sock and center tubes.

The Briggs equipment is provided for the main engine as well as the two auxiliary units.

### Other Equipment

There are six 30 x 84" starting and maneuvering Morrison Bros. air receivers with 250 lbs. working pressure. An auxiliary Worthington V-type 63CFM, 300 rpm., 15 hp. General Electric 115 volt DC motor driven compressor supplements the built-in 48CFM 300 rpm. two stage compressor on the main engine, insuring an adequate supply of maneuvering air at all times. A Cunningham Air Horn is operated from the compressed air receivers.

There is a 2 1/2" electric motor driven Yale and Towne bilge and fire pump, and a 2" pump of the same make for general service. The Dayton Pump Co. furnished the automatic pump for the fresh and salt water services onboard, including galley staterooms, showers and toilets.

Maxim spark arresting exhaust silencers for main and auxiliary engines were installed in the stack. The exhaust hose of Pennsylvania Flexible make.

Electric steering gear built by E. Smola & Son was selected and installed by the owners. The vessel has RCA ship-to-shore telephone equipment and direction finder.

The oil burning heating plant and galley stove were furnished by Preferred Utilities Co., and there are four Crane Co. unit heaters with fans in engine room.

Link-Belt Co. supplied the electric motor driven hawse capstan, while the freon refrigerator was equipped by Frick.

After more than a month of service, the *Duke* has made several successful tow movements between Baltimore, Norfolk and New York, indicating her performance is destined to make an attractive chapter in the business history of her owners.



# Off to the Grounds with DEPENDABLE NETTING



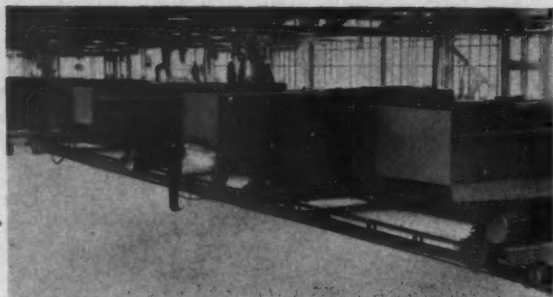
*Expertly assembled  
to hold the Fish  
in calm or storm*

Gill netters, like all other types of fishermen, have learned to rely on Gold Medal products. They know from experience that these nets possess the maximum strength, durability, and dependability needed for maximum fish production. Take good care of your nets, because replacements may be hard to get, since netting is serving a very necessary purpose on the fighting fronts.



The AMERICAN NET & TWINE Division  
Of The LINEN THREAD CO., Inc.  
60 East 42nd Street, New York City 17  
GLOUCESTER — BALTIMORE 3 — CHICAGO 10 — SAN FRANCISCO 5  
*Netting Headquarters Since the Year 1842*





With motors and propellers already installed, huge "Sea Mule" tug sections near completion on Chrysler Division automobile-type assembly lines. Chrysler Corporation is in volume production of complete tugs and marine tractors for the Armed Services.

### Chrysler Builds 13 Sea Mules Daily

THE Chrysler Corporation, in its "dry-land" shipyard, is now turning out an average of 13 vessels each working day. Using automobile type assembly-line methods, the vessels are fabricated in one of the Detroit plants of the Company's Chrysler Division and shipped to the point of use. The only contact they have with water before shipment is in the form of a water test at the end of the assembly line to prove that the hulls are leakproof.

Chrysler is turning out two types of "ships", a marine tractor and a tug, each known as a "Sea Mule". The "Sea Mule" tractor utilizes the principles of the outboard motor, in that it is used to power otherwise immobile cargo-carriers such as barges, scows, lighters, etc. A Chrysler standard eight-cylinder Royal Marine engine is enclosed in a steel pontoon, complete with propeller, rudder, controls, etc. This pontoon is attached to the stern of the vessel to be propelled by any one of several ingenious couplings. Thus attached, it gives the vessel a power plant that is just as effective as if it were built integral with the hull.

The tractor was developed by David A. Wallace, President of the Chrysler Division.

Out of the "Sea Mule" tractor grew the "Sea Mule" tug. The tractor is useful only when attached to another vessel, as it is buoyant, but not mobile by itself. To meet the demand of a self-contained vessel that could navigate any type coastal or inland waterway, Mr. Wallace hit upon the idea of combining two tractors and two other steel pontoons to form a complete tug.

#### Construction Features

The stern portion of the tug is formed by placing two marine tractors abreast; the bow half by mounting two steel pontoons in the same manner. Bolted together, these four sections make up a stanch seaworthy and powerful craft that is capable of handling loads up to 1,000 tons. It is highly maneuverable and easy to handle. With one engine turning astern and the other ahead, it will almost turn in its own length. The standard power plant is a Chrysler Royal eight-cylinder marine engine in each tractor. This may be varied, if specific service conditions require, by using a 16-cylinder Twin Royal marine engine in each tractor, or a 6-cylinder Diesel marine engine.

These "Sea Mule" tugs are being turned out in large numbers for the Government. One of their advantages over the conventional type of tugboat is that the several units comprising them are small enough to be shipped by rail or steamship to the point of use. An ordinary railroad gondola car will hold two sections of a tug, or two cars to the complete vessel. These units can easily be handled by a small traveling crane or a ship's cargo boom and be stowed in the hold of a ship. The assembling of the units is a matter of only a few hours' work and can be done by ordinary mechanics. Another advantage is that one man can both steer the tug and handle the engine controls.

Tugs, as well as tractors, are made in several models, with hulls entirely of welded construction. The tugs run from

37 feet to 45 feet 4 inches overall length, with a beam of from 13 to 15 feet, according to model. The average draft is four to five feet, with one model designed for very shallow water drawing only about 30 inches. These tugs are ready for shipment within a week after the first operation on their construction.

### Michigan Wheel Awarded "E"

THE Michigan Wheel Company of Grand Rapids, Michigan, has been awarded the Army-Navy "E". Entire personnel of the company's two plants participated in the honor. Presentation of the award took place January 22 in the Black and Silver Room of the Grand Rapids Civic Auditorium.

The spectacular development of motor-driven small-craft production for Army, Navy, and Marine services has led to a current propeller production by Michigan Wheel approximately 16 times greater than the peak pre-war volume. These propellers are now in use on many thousands of such types—high-performance combat vessels, rescue boats, landing craft, tank lighters, etc.

Both Army and Navy, for propeller repair service at home and overseas, make use of the special patented repair equipment developed in pre-war days by Michigan Wheel.

### Virginia Publications

A USEFUL compendium of knowledge on the composition of seafoods, richness in mineral content, dietary potency and vitamins, is found in "Seafoods; Their War-time Role in Maintaining Nutritional Standards", by C. L. Newcombe and Grace J. Blank. Contribution No. 14, Virginia Fisheries Laboratory of the College of William and Mary and Commission of Fisheries of Virginia.

The Report of the Virginia Fisheries Laboratory, July 1, 1941-June 30, 1943, is a well illustrated discussion of the work of the Laboratory over the two year period.



Staff of Enterprise Engine & Foundry Co.'s New York district office. Left to right: Robert Stickel, chief erecting engineer; Miss H. McPartland, secretary; E. H. Davis, district manager; Harry Huxford, service department; George Johnson, field engineer.

### Enterprise Engine Opens New York Branch

C. G. COX, vice president and general manager of the Enterprise Engine and Foundry Company of San Francisco, has announced the Company's establishment of an Eastern district office at 44 Wall Street, New York City, of which E. H. Davis is manager.

The new branch will be headquarters for the Company's governmental and commercial activities on the Atlantic seaboard. Complete service facilities, including a stock of replacement parts, will be maintained under the direction of an experienced engineering staff.





## Pin-up picture for the man who "can't afford" to buy an extra War Bond!

**Y**OU'VE heard people say: "I can't afford to buy an extra War Bond." Perhaps you've said it yourself... without realizing what a ridiculous thing it is to say to men who are dying.

Yet it is ridiculous, when you think about it. Because today, with national income at an all-time record high... with people making more money than ever before... with less and less of

things to spend money for... practically every one of us has extra dollars in his pocket.

The very *least* that you can do is to buy an *extra* \$100 War Bond... above and beyond the Bonds you are now buying or had planned to buy.

In fact, if you take stock of your resources, and check your expenditures, you will probably find that you can

buy an *extra* \$200... or \$300... or even \$500 worth of War Bonds.

Sounds like more than you "can afford?" Well, young soldiers can't afford to die, either... yet they do it when called upon. So is it too much to ask of us that we invest more of our money in War Bonds... the best investment in the world today? Is that too much to ask?

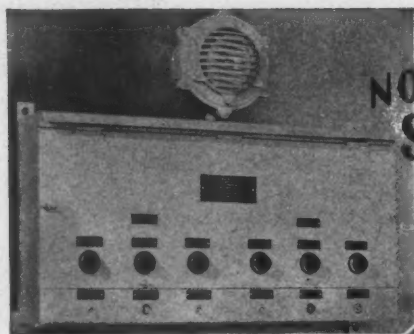
## Let's all BACK THE ATTACK!

ATLANTIC FISHERMAN, Goffstown, N. H.



This is an official U. S. Treasury advertisement—prepared under auspices of Treasury Department and War Advertising Council





NO NUISANCE  
SIGNALS

## BROWN AUTOMATIC ALARM SYSTEM for Diesel Engines

Advantages from the use of the BROWN AUTOMATIC ALARM SYSTEM are many.

The system is entirely automatic and does not depend upon manual operation of switches. In other words, no running back and forth to push buttons on the panel.

The Alarm sounds instantly on failure of either lube oil pressure or water temperature. Also, on starting engine, should no oil pressure be built up, alarm sounds within one minute or less if desired.

The system permits the engine to be maneuvered at will without sounding an alarm. The only time the alarm will sound is when the engine is running and a lube oil or water temperature failure takes place.

The moment the engine is started, regardless of the RPM or maneuvering conditions, the BROWN AUTOMATIC ALARM SYSTEM immediately protects the engine.

The BROWN AUTOMATIC ALARM SYSTEM is available in two types—type "C" for single engine installations and type "E" for multiple engine installations.

Send for our Bulletin No. 10

### BROWN SYSTEM

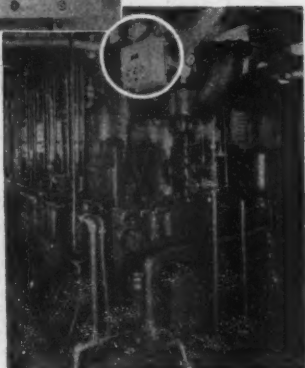
Installation aboard

#### TUG "DUKE"

Absolute Protection  
Against

Lube Oil or Water  
Temperature Failure

Used on Maritime Commission,  
Army Transportation Corps,  
Coast Guard, Bureau of Ships  
Vessels.



Manufactured by

## FLECK ENGINEERING COMPANY

1505 EASTERN AVENUE

BALTIMORE 31, MD.

### Philadelphia Fish Market Receipts 70 Million Pounds Annually

PHILADELPHIA utilizes an estimated 70 million pounds of fresh and frozen fishery products annually, with 35 million pounds handled at the Dock Street Market and 35 million pounds moving through other channels, according to a recent survey. New Jersey supplies about 40 percent; Maryland, Virginia, and North Carolina, 25 percent; New England and New York City, 30 percent; and the Pacific Coast, 5 percent. Gross receipts are important in the following order: croakers, sea trout, sea bass, scup, cod, fluke, butterfish, whiting, shrimp, mackerel, bluefish, flounders, halibut, and salmon.

Combined Philadelphia cold storage space used for fish totals about 1,300,000 cubic feet. In use, this space holds about 5

million pounds of frozen fish. One of the large freezing concerns has its freezing and holding facilities directly across the street from the main market stalls. Storage holdings are normally carried in the following approximate order by volume: shrimp, sea trout, croakers, scup, butterfish, mackerel, fluke, sea bass, whiting, halibut, haddock, cod, smelts, tullibee, chub, whitefish, and shad roe.

Distribution of fish from Philadelphia flows south toward Wilmington, Delaware, and west toward Harrisburg. An estimated 75 percent of the total volume is sold within 25 miles of central markets. Fish wholesalers furnish small quantities of New England, Southern, and Pacific species for the retail trade along the New Jersey coast from Atlantic City to Cape May, and when large supplies of New Jersey coast fishes are available, these dealers ship truck-loads of such species to the Middle West and north to Boston.

### N. J. Fishermen Under Compensation Act

NEW Jersey's Court of Errors and Appeals ruled January 27 that fishermen casting their lines in off-shore boats perform navigation chores as part of their fishing pursuits and cannot be considered crew members of the boat in which they go to sea.

The State's highest tribunal affirmed previous judgments by the State Supreme Court and the New Jersey Unemployment Compensation Commission, which had held that Frank Weber of Monmouth Beach and his 8 employees were liable to contributions to the State Unemployment Compensation Fund.

Rejected was Weber's contention that 7 of his employees constituted the crew of his fish transport boat and were exempt under State law from provisions of the Unemployment Compensation Act, which provides that members of a vessel's crew are not liable to contributions.

Olsen Yard Building 44 Footer

C. H. Pensno is having a 44' x 12' 6" boat built by J. Olsen of No. Wildwood, which will be powered with a 100 hp Model 468, Buda Diesel.



Two 605W Mack Mariners with 3-1 reduction gear power this 50' by 14' tunnel-stern river boat. It is used in pushing barges loaded with crude rubber from plantations far up the Amazon. This boat has a draft of two feet.



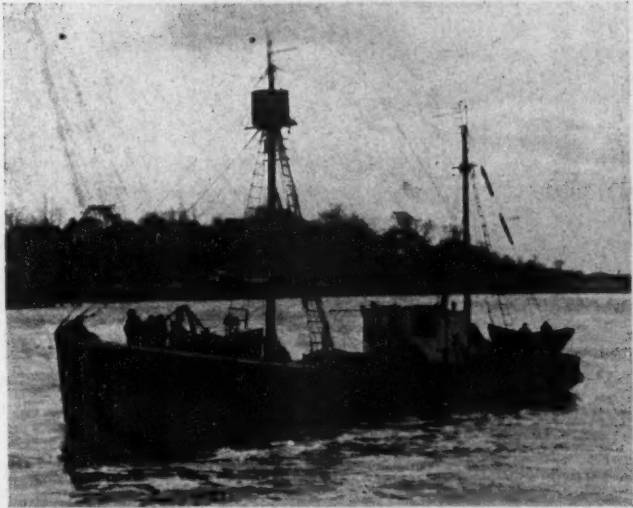
# WOLVERINE - POWERED "SAINT ANN"

## *Again a High-Line Mackerel Seiner*

The 74 ft. "Saint Ann", owned and skippered by Capt. Leo Favaloro of Gloucester, has completed another successful mackerel season as a high liner of the seiner fleet. She has now changed over to redfishing.

Ever since she started fishing five years ago, the "Saint Ann" has proven an able boat, both in dragging and seining. During this time she has been provided with reliable power by a 175-195 hp. Wolverine Diesel.

*In every kind of fishing, Wolverines give satisfaction year after year, because of their sturdy construction, simplicity of operation and all-around economy.*



## WOLVERINE MOTOR WORKS, INC.

Union Avenue, Bridgeport, Connecticut

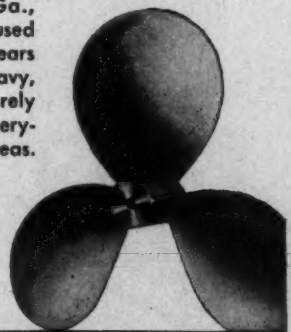
# COLUMBIAN

## BRONZE PROPELLERS

*Made to Give Long Service  
with the Fishing Fleets*

Columbian Bronze Propellers rank foremost with the fishing fleets and work craft because they prove their ability to take hard service. The "Sel-Man-Ray" 53' shrimp trawler swings a 40 x 32 Columbian. She is one of the E. J. Toomer fleet, Thunderbolt, Ga., whose trawlers have used Columbians for many years with best results. The Navy, Coast Guard and Army rely on Columbian quality everywhere on the Seven Seas.

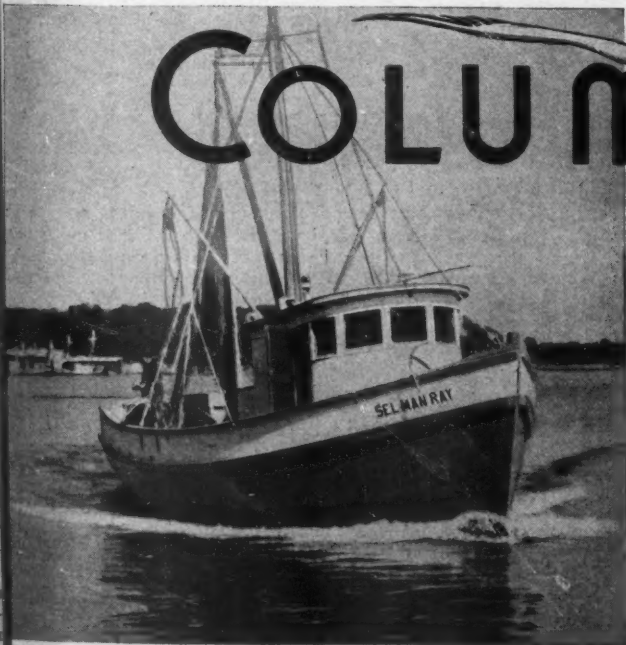
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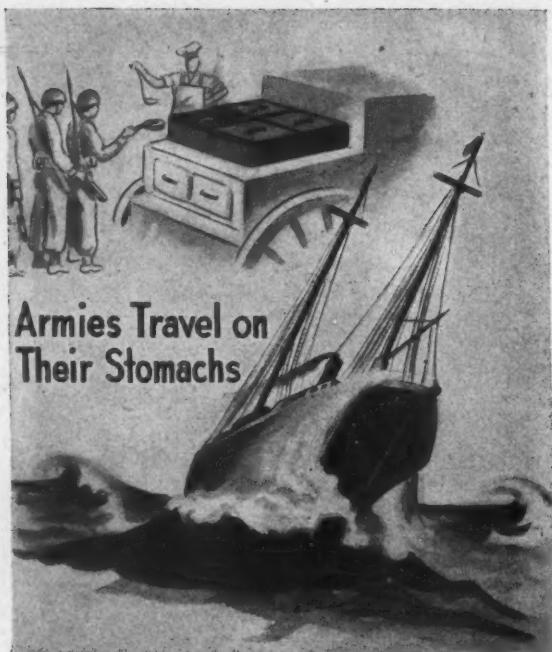
## COLUMBIAN BRONZE CORPORATION

FREEDPORT, LONG ISLAND, NEW YORK

\* Buy More War Savings Stamps and Bonds \*





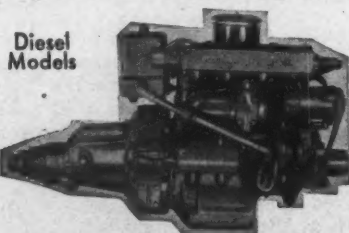


## ... FISHERMEN GET THERE WITH OSCOS

OSCO-HERCULES Marine Diesel Engines take you there, bring you back, and are ready to start right out again. They are built for durability and economical operation but they ALSO relieve you of much of the worry about replacement parts when replacement becomes necessary.

Both the OSCO and the Hercules parts are standardized and are carried in stock by hundreds of marine hardware and automotive supply dealers.

OSCO "marines" eight models of Hercules Diesel Engines, converting them for marine use by incorporating fresh-water cooling systems with full cylinder-length water jackets, bronze heat exchangers and manual temperature controls.



Diesel Models

3 cyl.—24 hp, 28 hp, 30 hp.  
4 cyl.—62 hp, 70 hp, 75 hp.  
6 cyl.—77 hp, 83 hp.

OSCO MOTORS also produces the world-famous OSCO-MARINED Ford Engine from 55 hp. range to 100 hp. range.

Write for Catalog

**OSCO**  
**MARINED MOTORS**  
HERCULES (Diesels) and FORD (Gas)  
Converted to Marine Use.  
**OSCO MOTORS CORP.**  
2020 E. Orleans St.  
Philadelphia 34,  
Pa.  
Depr. 6

## New Bedford Landings for January

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (4)	53,300	Hilda (2)	18,500
Agda (2)	64,000	Hope (1)	19,000
Alice J. Hathaway (1)	94,000	Huntington Sanford (3)	63,500
Alice May (1)	2,000	Ivanhoe (2)	63,000
Alva (1)	7,000	J. Henry Smith (2)	29,100
Anastasia E. (3)	46,900	Joan & Ursula (2)	130,200
Angeline (1)	4,000	Josephine & Mary (2)	135,500
Anna (2)	27,500	Julia K. (1)	22,800
Anna C. (1)	6,800	Katherine & Mary (1)	24,000
Anna M. (2)	43,300	Liberty (2)	18,000
Ann & Marie (1)	10,000	Liboria C. (3)	82,000
Annie M. Jackson (1)	22,000	Little David (1)	10,400
A. P. Andrew (1)	45,000	Little Growler (2)	130,000
Arnold (2)	40,000	Madame X (2)	15,200
B & E (1)	3,000	Madeline (3)	47,000
Barbara (1)	22,000	Malvina B. (2)	57,200
Bernice (1)	5,000	Marie & Eleanor (3)	64,000
Bessie (3)	19,400	Marie & Katherine (2)	60,500
Bethlehem (2)	26,300	Martha E. Murley (1)	41,000
Bozo (3)	30,600	Mary Grace (2)	145,000
Cape Ann (1)	80,000	Mary J. Landry (3)	99,100
Carib (1)	2,000	Mary M. (2)	37,000
Catherine & Mary (1)	37,700	Mary Tapper (2)	130,800
Charles E. Beckman (2)	46,000	Mayflower (2)	22,000
Charles M. Fauci II (1)	6,000	Medric (2)	17,000
Clifton (1)	8,500	Minnie V. (2)	65,400
Clinton (1)	11,400	Mishaum (3)	36,900
Connie F. (1)	29,000	Morning Star (1)	4,700
Dagny (1)	7,500	Nashawena (3)	41,800
Donald & Johnnie (2)	11,500	Noah A. (1)	11,000
Doris (1)	16,500	Nobadeer (1)	12,200
Dorothy (2)	13,500	Olive Williams (2)	72,700
E-C (1)	8,500	Peerless (2)	41,100
Eclipse (2)	20,000	Penguin (2)	50,500
Edith (3)	33,400	Priscilla (1)	37,000
Eleanor K. (1)	11,000	Quest (4)	19,000
Elva (3)	32,700	Ramona (3)	73,000
Elva & Estelle (3)	67,800	R. E. Ashley (1)	65,000
Etta K. (2)	85,000	Richard & Arnold (4)	41,000
Father & Son (2)	23,500	Rita C. (1)	1,800
F. J. Manta (1)	14,200	Rose Jarvis (1)	7,500
Flavia (2)	16,000	Sankaty Head (3)	41,300
Gay Head (1)	25,000	Seraphina (1)	4,000
Gloria (2)	11,500	The Friars (1)	34,500
Grayling (2)	17,000	Trio (3)	49,600
Growler (1)	62,000	Two Brothers (4)	51,200
Hazel Jackson (4)	92,000	Venture (2)	10,400
Hazel S. (2)	48,300	Virginia & Joan (1)	26,000
Heedja (2)	8,000	William Chesebro (2)	55,000
		Winifred M. (1)	18,000

## Scallop Draggers (Landings in Gallons)

Acushnet (1)	440	Louis Thebaud (1)	100
Dagny (1)	600	Mary E. D'Eon (1)	900
Emily H. (1)	900	Muriel & Russell (1)	900
Four Sisters (1)	700	Palestine (1)	440
Friendship (1)	700	Shannon (1)	800
Irene & Mabel (1)	850	Winifred Martin (1)	700

## Tagged Scup Breaks Two Tagging Records

TWO records were broken when a fish dealer at Fall River, Massachusetts recently sent to the Fisheries Station at Woods Hole a tagged scup which had turned up among his purchases. The scup, Fish and Wildlife Service records revealed, was the oldest one of the species on record and also set a new high for the length of time a tagged fish has carried its marker.

When tagged by Government scientists at Woods Hole in June, 1932 the fish was about 7 years old, making its present age 18 years, and the time between tagging and recovery 11 years. The previous record for long retention of a tag was eight years, established by two fish recovered in 1940 from the same tagging experiment.

Out of the group of scup tagged at Woods Hole in 1932, 18 have been recovered during the past 11 years. Of these two were caught in 1932 immediately following their release; six in 1933, 4 in 1934; one in 1935; two in 1936; two in 1940; and one in 1943.

Besides furnishing interesting information on the age of fishes, tagging experiments serve a more important purpose—that of revealing the often extensive migrations of fishes. By tagging some 5,000 specimens, the Fish and Wildlife Service found that the scup caught along the coast of southern New England in the Spring are the same group of fish taken in the Winter off the coasts of New Jersey, Virginia, and North Carolina in the important Winter trawl fishery of that area.

The scup, a deep-bodied fish with reddish brown sides and silvery underparts, is one of the common shore fishes of eastern United States, found from Cape Cod to South Carolina. The commercial catch is about 20,000,000 pounds a year.



# PFLUEGER (PRONOUNCED "FLEW-GER") FISH HOOKS

## Steel That Holds Sharp Points

Pflueger Fish Hooks are made from the toughest steel available. They are accurately formed and pointed needle sharp. Then they are scientifically hardened and given a smooth finish that resists rust and corrosion. That's why Pflueger Fish Hooks save time, work and money. Ask your dealer or supplier for Pflueger Hooks—made from 80 years of fish hook experience. If he does not have them, write us for the name of someone who can supply you.

THE ENTERPRISE MFG. CO.  
AKRON, OHIO

**BACK THE ATTACK  
WITH WAR BONDS**



**PFLUEGER A GREAT NAME IN TACKLE**

KIRBY SEA  
TWO-THIRDS  
ACTUAL SIZE



## Army-Navy "E" to Columbian Rope Company

**H.** G. METCALF, Vice-Chairman of the Board of the Columbian Rope Company, Auburn, N. Y., was notified on January 21 that the Army-Navy "E" Award for outstanding production of war materials had been conferred upon the Columbian Rope Company and all its employees.

Winning of this coveted production Award climaxes a period of intense devotion to all-out production on the part of the Columbian Rope Company extending from long before Pearl Harbor up to the present.

This award is in recognition of the Columbian Rope Company's work in supplying the Armed Forces with rope, fibre products, plastics and aircraft parts vitally necessary to keep the Army in the field, the Navy and Merchant Marine on the seas, and the Air Force in the skies.

## Willard Awarded Army-Navy "E" Pennant

**T**HE combined effort of over 1600 men and women employees of the Willard Storage Battery Company, Cleveland, Ohio, was recognized when, on Tuesday, February 1, they were awarded the Army-Navy "E" for "high achievement in the production of war material".

Cleveland's mayor, Frank J. Lausche, acted as chairman of ceremonies at the Willard plant.

Willard-built storage batteries are an indispensable source of electrical power in all types of mechanized equipment, ships, planes, communications systems and in numerous other war applications. Certain of the batteries currently being mass-produced by Willard are reported to be revolutionary new types developed by the Company's engineers to meet unusual needs of various branches of the Armed Forces.

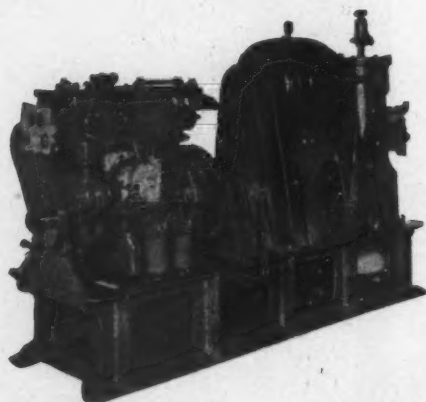
Participants in the Army-Navy "E" Award program at the Willard Storage Battery Company included, left to right: B. H. Shaffer, works manager; Frank J. Lausche, mayor of Cleveland; S. W. Rolph, Willard president; C. E. Murray, vice-president and general manager; Lt. Col. T. H. Eickhoff, U. S. Army, Cleveland Ordnance District; Lt. J. W. Erwin, U. S. Navy; Staff Sgt. J. J. Wisniewski, U. S. Army; E. M. Simpson, president of Local 88, UAW-CIO; K. E. Roof, personnel manager; and R. E. Gilks, production manager.





# REINER

*Made to Order*



REINER Marine  
Auxiliary Unit.

## Diesel Marine Auxiliary Units and Generating Sets

"Made to order"... yes, even in these days when mass production from the assembly lines is the expected method, Reiner Diesel Marine Units and Generating Sets are "made to order" to fit auxiliary requirements exactly. That's what makes them the better buy... what has influenced such exacting buyers as Army, Navy, Coast Guard and Maritime Commission to accept Reiner.

JOHN **REINER** & COMPANY

12-12 37th AVENUE, LONG ISLAND CITY 1, N. Y.



## Texas Shrimp Totals Released

THE office of J. B. Arnold, coastal director of the Texas Game, Fish and Oyster Commission, has completed its records on the Fall shrimp catch for September, October, and November last year, the first quarter of the Commission's fiscal year 1943-44. While the increase over the same three months in 1942 was small, shrimping in Texas got the new year well started toward topping 1942-43's all-time record production.

### Aransas and Galveston Lead

While Aransas led the four areas of the State in bay shrimping during September, as well as in the total number of pounds caught, Galveston Area placed first in Gulf shrimping for the month.

### Oyster Catch Is Small

Open season on oysters will continue in Texas to March 31. This fishery continues to lag behind all the other fisheries of the State, despite the effort being expended by the Commission and oystermen to improve the situation.

### Redfish Are Plentiful

Redfish were especially abundant last Fall, as revealed by the 309,596 pounds caught during the 3 months by commercial fishermen. This exceeded 1942's catch for the same time by 57,039 pounds.

### Trout

September, October, and November are 3 of the best spotted trout fishing months of the year on the Texas coast; 292,111 pounds of trout were taken in these waters during the time. The Fall catch of trout in 1942 was 204,605 pounds, giving 1943 a good increase.

### Drum

During September, October, and November, 268,092 pounds of salt water drum were caught, which was only a little better than that done in 1942.

### Red Snapper Fishing

Unfavorable weather reduced the number of trips fishermen made to the red snapper banks off Port Aransas during January, and it is hardly likely that January's catch came up to the 142,788 pounds caught in January last year. More red snappers were caught in January last year than for any other month of 1943.

### Two Trips Reported

Among Aransas Pass boats to have made recent trips to the snapper banks off Port Aransas were those of the *Trail Blazer*, Capt. Florida Roberts, and the *Nancymae*, Capt. C. Fitzgerald.

### Hoisting Equipment Purchased

Sea Food Supply Company of Houston had delivery during January of a 3-drum Stroudsburg hoist. Hoisting equipment was also installed on the *Ranger*, owned by W. McNeir, of Galveston, and the *Robert T.*, owned by Dan Belt, Aransas Pass. The *Ranger* and *Robert T.* are working for General Sea Foods Co., Inc., Aransas Pass.

### Western Shell Makes Improvements

The Western Shellfish Company, Inc., has been active in overhauling its trawlers during the lull in shrimp fishing, according to Ernest Falgot, Manager of the western Gulf Coast area of the Company with offices at Aransas Pass.

This company's fleet at Aransas Pass consists of approximately 40 trawlers of various lengths. Several new Chrysler marine motors have been set in these boats, and the entire fleet is now ready and waiting for a shrimp run to get underway.

The *La Petit Caillou* is the newest trawler to join the Western Shell fleet. She has a length of 47 feet, a beam of 14 feet, and a draft of 5 feet. Her skipper is Capt. Otis Talbot.

After being salvaged from the hurricane last Fall the hull of the *Port Orange* was taken to the Company's shops at Aransas Pass, where it is now being rebuilt. A Royal Chrysler marine engine has been installed. Capt. Arthur Starr of Aransas Pass will be the trawler's skipper.

The *Gracie Serena*, which was burned at Galveston last Summer, is being rebuilt and refitted throughout. She is 40 x 12 x 5.



# SAVE ROPE SO WE CAN SAVE LIVES

The war front needs all the rope that manufacturers can produce. Therefore, by utilizing all of your old rope and short ends, you are automatically releasing more rope to our armed forces — the men who need it most. Remember, if it's rope — USE IT UP, WEAR IT OUT or MAKE IT DO.



**NEW BEDFORD** CORDAGE CO.

233 BROADWAY • NEW YORK, N. Y.

31 St. James Avenue • Boston, Massachusetts  
Mills, New Bedford, Massachusetts

## CHRYSLER POWER PROVED and DEPENDABLE



The 40 ft. "H and H", owned by Capt. Harold Hickey, New Bedford. Powered by a Chrysler Crown with 3.5:1 reduction gear and 28 x 28 propeller, which gives a speed of about 9 knots, and has plenty of dragging power.

## CHRYSLER MARINE ENGINES

*Are Now Available*

To Turn Propellers up to 40"

See your boat builder or contact

**WALTER H. MORETON CORP.**

*New England Distributors*

**1045 Commonwealth Ave., Boston**

## Trawler repairs in the port of BOSTON

With so many trawlers now on war duty, it is more important than ever before to keep those still in service in good running order. Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities for repairing and re-conditioning trawlers. Get in touch with one of these yards next time you need trawler repairs.

## BETHLEHEM STEEL COMPANY Shipbuilding Division

*General Offices:*  
New York, N. Y.

*Boston Office:*  
75 Federal St.



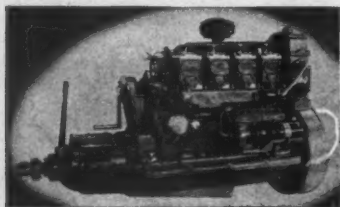




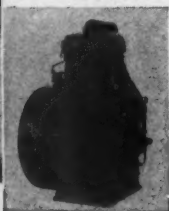
## EASY TO GET AT . . .

You have probably heard it is said that "common sense and a monkey-wrench will service a Palmer". That was true of a Palmer half a century ago . . . it is substantially true today. In designing the Palmer Diesel we have kept as close to that ideal as possible. Valves can be removed without disturbing the cylinder heads. Large hand-hole plates give access to all working parts. Cleanout plates are provided on all water jackets. In other words, the engine is designed for the commercial boat and is easily understood by boatmen. You will be surprised at the many sensible features found on a Palmer Diesel. Write for literature.

**PALMER BROS. ENGINES, INC., COS COB, CONN.**

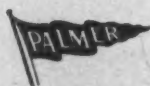


RND 4 cylinder 40 H.P.  
RND 6 cylinder 60 H.P.  
For marine use and stationary



RND 1 cylinder 9 H.P.  
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.



# PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

## Gloucester Landings for January

(Hailing fares. Figure after name indicates number of trips.)

Alden (1)	10,000	Killarney (1)	52,000
Alvan T. Fuller (1)	109,000	Lois T. (2)	5,000
American Eagle (3)	145,500	Lucretia (1)	9,700
Angie & Florence (2)	50,000	Margie & Roy (2)	10,400
Anna Guarino (1)	7,000	Marietta & Mary (1)	30,000
Annie II (1)	5,500	Mary (2)	15,000
Ariel (3)	23,900	Mary Curtis (1)	105,000
Austin W. (1)	87,000	Mary M. (1)	1,000
Beatrice & Rose (4)	57,000	Mary R. Mullins (2)	130,000
Bonaventure (1)	18,000	Mayflower (2)	9,500
Calista D. Morrill (3)	11,000	Nancy B. (1)	3,000
Carlo & Vince (3)	18,000	Naomi Bruce (4)	22,000
Caroline & Mary (2)	280,000	Naomi Bruce II (1)	10,000
Catherine L. Brown (1)	600	Naomi Bruce III (4)	26,000
Cayadetta (2)	21,500	Newcastle (1)	56,000
Chebeague (4)	38,500	North Star (2)	35,400
Columbia (2)	230,000	Phyllis A. (1)	1,000
Donald & Johnnie (2)	26,000	Pollyanna (3)	213,000
Edna Fae (3)	14,000	Portugal (3)	124,000
Elizabeth A. (1)	5,000	Rainbow (3)	135,000
Emily C. (2)	19,500	Richard J. Nunan (1)	18,000
Ethel S. Huff (5)	22,000	Rosie & Gracie (1)	75,000
Eva M. Martin (3)	11,400	Rosie II (3)	48,000
Evelyn G. Sears (2)	72,000	Ruth & Margaret (2)	240,000
Frankie & Rose (2)	23,000	St. Ann (2)	35,000
G. N. Soffron (2)	223,000	St. Joseph (2)	55,000
Golden Eagle (3)	246,000	St. Providenza (4)	23,500
Grace F. (2)	125,000	St. Teresa (3)	41,000
Helen M. (2)	152,000	Salvatore (1)	12,000
Ida & Joseph II (3)	35,500	Sebastiana & Figli (3)	17,400
Jackie B. (2)	15,000	Sebastiana C. (1)	58,000
Jackson & Arthur (4)	7,800	Serafina N. (2)	58,000
J. B. Jr. (1)	8,500	Serafina II (2)	18,000
Joe D'Ambrosio (1)	6,500	Susie O. Carver (1)	36,000
Josie II (1)	2,200	Wind (3)	237,000

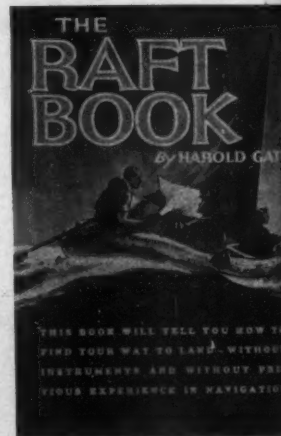
## Atlas Diesel Announces A Civilian Edition of Gatty's "Raft Book"

LAST year Harold Gatty, of the famous globe circling team of Post and Gatty, published a handbook of Navigation Without Instruments, which was so chock full of valuable information that the Army Air Forces ordered copies included in the life saving equipment of all planes flying the South Pacific.

A graduate of the Royal Australian Naval College, and for years a navigator in the Australian Merchant Marine, Gatty explains in clear, simple, non-technical language how those lost at sea can most quickly make their way to land by the observation of natural phenomena. Based primarily upon search into the methods used by the Polynesians, who sailed unerringly over thousands of miles of the South Pacific colonizing expeditions, Gatty's book is primarily a compilation and description of trade winds, currents, cloud types, wave forms, stars, sea birds, fishes, and other bits of nature, together with the key to determining position at any time from the careful observation of such natural phenomena.

Included are illustrations of 43 different species of sea birds together with world maps showing currents, ocean temperatures and seasonal winds. A separate large star map and world sea map accompany the book in a sturdy case.

Believing that the information contained therein would be of great interest to yachtsmen and fishermen, the Atlas Diesel Company has made arrangements for the printing of a civilian edition of Gatty's "Raft Book." Copies may be obtained from any Atlas Diesel office at the small cost of \$3.25 each.



*The Raft Book.*

L. M.

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## L. I. Trap Fishermen Off To Early Start

THE prospects are that Eastern Long Island fishermen will have a prosperous season. Due to the mild winter the trap fishermen have their equipment ready early. Freedom from the submarine menace, greater abundance of necessary materials, and more boats will encourage a greater catch of fish and shell fish. Some firms will start for the fishing grounds next month, weather permitting. Man power will be a problem.

### Blackfish and Flounders

The catch of blackfish has been fair up to the present time. The open winter has made it possible to make good catches of flounders. Great South Bay has produced unusually large ones. They are smoked as well as salted.

### Fillet Plant In Greenport

"Bill" Clebb and "Jake" Michaels, who operate the Woodcleft Cold Storage plant in Freeport, have taken space in the former UTZ oyster plant at Greenport where they have erected a fillet plant. It is their intention to purchase fish from the boats, do their own filleting and merchandise the fillets.

### Bluepoints Purchasing Sea Clams

The Bluepoints Company of West Sayville is gradually receiving more and more sea clams from Long Island fishermen. They are offering an excellent price for these clams since they have found that there is a ready market for them.

A couple of months ago when they first started to experiment with these clams they offered a nominal price. Since then they have almost doubled their price.

### Killer Whale At Greenport

A 25 ft. killer whale, weighing over 4 tons, which was stranded in Orient Harbor, was brought to Greenport by Captain Fiedler, of the beam trawler *Nora*, recently.

This is the first time in the memory of the oldest residents of this section of the island that a killer whale has visited these waters.

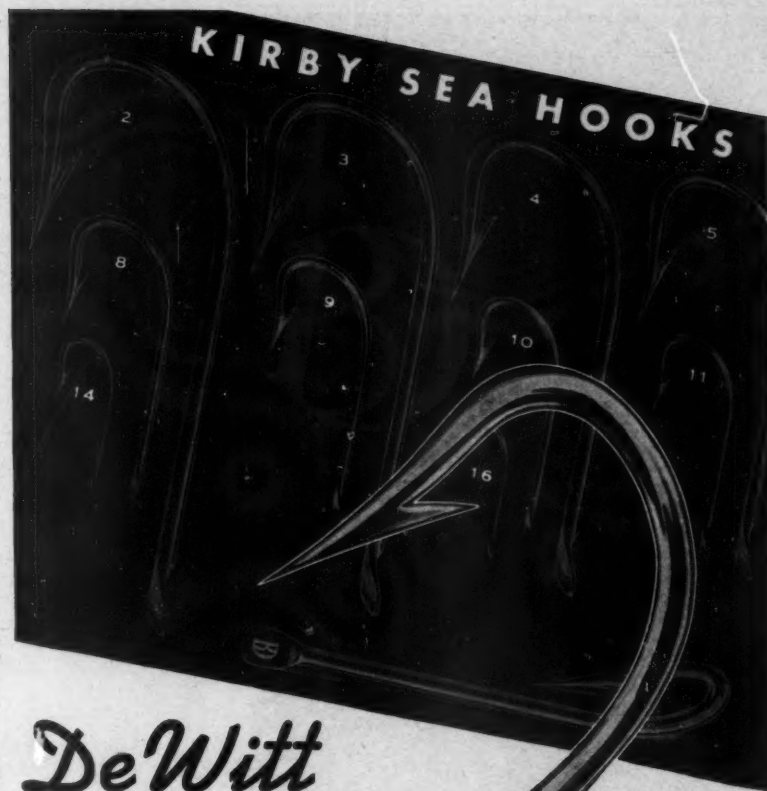
### Identification for Deep Sea Fishermen

All crew members of commercial fishing vessels in outside waters are required to possess Captain of the port identification cards, according to an announcement by Lieut. Perry B. Simpson, commanding officer of the Fire Island Coast Guard Station. The new ruling, issued by the Captain of the port of New York, became effective February 1st.

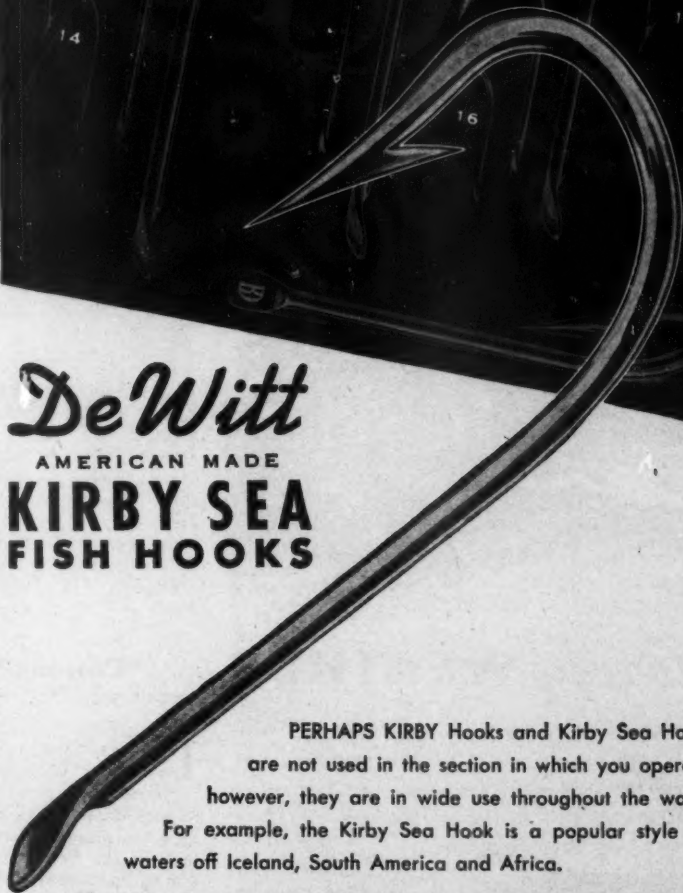
Unlike the previous means of identification, the new cards will specify the crew member's occupation and will be stamped "Commercial Fishing Approved."

### Mack Engine for "Neva S."

The 42' *Neva S.*, commanded by Capt. Alfred Van Emmerik, of West Sayville, is being equipped with a 100 hp. Mack Mariner Diesel at Lightner's shipyard.



**DeWitt**  
AMERICAN MADE  
**KIRBY SEA  
FISH HOOKS**



PERHAPS KIRBY Hooks and Kirby Sea Hooks are not used in the section in which you operate; however, they are in wide use throughout the world. For example, the Kirby Sea Hook is a popular style for waters off Iceland, South America and Africa.

The Kirby Sea Hooks shown here are representative of all DeWitt Hooks. They are carefully made and of uniformly fine quality in all sizes.

Are you acquainted with DeWitt Fish Hooks? Why not find out about them? There are styles to meet every need of the commercial fisherman—for taking fish in every part of the world.

*Let us send you samples and quote prices on the style you use. Give the name of your supply house.*

DeWitt Hooks are in Fishing Kits used by our Armed Forces

*Bill DeWitt Baits Auburn, N. Y.*

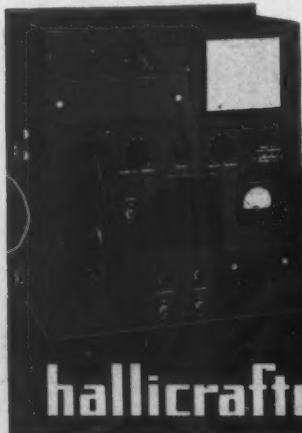
DIVISION OF SHOE FORM CO. INC.





## Stormy WEATHER

but still in touch with shore with a dependable Hallicrafters Radiotelephone . . . If an emergency arises help can immediately be obtained by radio from shore or from a ship that is near. Your post-war Hallicrafters Radiotelephone will give you less interference, better selectivity and a wider range of uses.



BUY MORE BONDS!

THE HALLCRAFTERS CO.  
MANUFACTURERS OF  
RADIO AND ELECTRONIC EQUIPMENT  
CHICAGO 16, U. S. A.

# hallicrafters RADIO

## Fulton Market Wholesale Prices

Species	Jan. 3-8	Jan. 10-15	Jan. 17-22	Jan. 24-31
Alewives	.04-.05	.. ..	.. ..	.. ..
Bluefish	.37-.43	.35-.55	.35-.48	.28-.38
Butterfish	.. ..	.32-.32	.. ..	.20-.22
Codfish, mkt.	.14-.15	.13 1/2-.15 1/2	.12-.17	.11-.15
Codfish, stk.	.18 1/4-.20	.18 1/4-.23 3/4	.18 1/2-.23 1/2	.11 1/2-.20
Croakers	.. ..	.. ..	.. ..	.13-.14
Flounders	.13 1/2-.17 1/2	.15 1/4-.16 1/2	.14-.17	.04-.16 1/2
Fluke	.. ..	.23-.45	.18-.40	.09-.22
Haddock	.. ..	.15 1/2-.21	.13-.20	.12 1/2-.16
Hake	.. ..	.. ..	.. ..	.12 1/2-.14 1/2
Herring	.. ..	.. ..	10.00-14.00	5.00-12.00
Jewfish	.25-.30	.25-.25	.. ..	.. ..
Kingfish	.30-.34	.29-.35	.32-.34	.21-.30
Mullet	.. ..	.. ..	.28-.28	.12 1/2-.19
Pollock	.13-.19	.15 1/4-.18 1/4	.15 1/4-.17 1/2	.14 1/4-.16
Pompano	.55-.65	.57-.60	.65-.70	.. ..
Red Snapper	.32-.35	.. ..	.37-.42	.40-.40
Scup	.. ..	.10-.28	.15-.20	.07-.14
Sea Bass	.12-.32	.22-.40	.22-.35	.08-.22
Sea Trout, g'y	.. ..	.. ..	.. ..	.20-.20
Sea Trout, spt.	.35-.48	.35-.50	.35-.50	.18-.45
Shad	.. ..	.. ..	.65-.65	.. ..
Smelt	.16-.40	.18-.35	.15-.45	.10-.38
Sole, g'y	.. ..	.15 1/2-.17	.. ..	.10-.16 1/2
Sole, lem.	.. ..	.. ..	.. ..	.15 1/2-.18
Span. Mackerel	.22 1/2-.28	.27 1/2-.35	.23 1/2-.35	.16-.43
Striped Bass	.50-.55	.55-.62	.45-.60	.35-.38
White Perch	.. ..	.. ..	.05-.08	.05-.20
Whiting	.07-.08	.08-.10	.. ..	.06-.08
Yellowtails	.11 1/4-.15	.11 1/4-.15 1/4	.11-.15 1/2	.06-.14
Clams, hard	5.00-24.00	5.00-24.00	3.50-22.00	3.00-18.00
Clams, soft	4.50-6.00	5.00-5.50	4.00-5.50	3.00-5.00
Conchs	.. ..	3.50-6.50	3.50-16.00	3.50-4.50
Crabmeat	.75-2.00	1.65-1.90	1.00-2.00	.75-2.00
Crabs, hard	.. ..	5.00-5.00	2.50-5.50	3.50-5.00
Frogs Legs	1.50-1.60	1.50-1.50	.. ..	1.65-1.65
Lobsters	.54-.70	.50-.65	.55-.67	.57-.70
Mussels	1.25-2.00	1.00-1.75	.50-1.50	.50-1.50
Scallops, sea	.. ..	.. ..	.. ..	.40 3/4-.45 1/4
Shrimp	.20-.37	.20-.38	.20-.38	.10-.38
Squid	.. ..	.20-.20	.20-.20	.08-.16

## "Coronet" Features Long Island Trap Fishing

IN an eight page color spread in the February issue, *Coronet* unfolds a beautiful, colored picture story featuring fish from the traps of the Sunrise Fish Co. and local shots of Fulton Market. The first color shot shows a binful of mixed fish; the second, one of the Schaper boys hosing down the deck of the *Sunrise III*; the third, one of the Schaper boys leaning on a basket of mackerel; the fourth, an excellent view of one of the traps; the fifth, the dip net about to drop its catch of mackerel into the bin; the sixth, the men sorting fish on the homeward trip to Islip; the seventh, buyers and barrels on South Street; the eighth, Edgar Greason of Teddy's holding a 38 pound striped bass; the ninth, trucks lined up outside of the "New" market; the tenth, baskets of fish being loaded into a truck; and the eleventh, a trap net being repaired. The Fishery Council co-operated in preparing the spread.

### "New Yorker" and "Post"

The January 1 issue of the *New Yorker* carried a human interest story entitled "The Mayor of the Fish Market" by Joe Mitchell—a very fascinating and highly illuminating profile of Hugh G. Flood. The *Saturday Evening Post* in an issue this month will carry a Fulton Market story by George Perry, illustrated with color pictures by Sal Pinto. These are only a few examples of the Fishery Council's activity in the way of collaboration with producers of stories which publicize the fishing industry.



# SHIPMATE



## MODEL 212 GALLEY RANGE

For serving up to 6 men. Heavy-duty cast-iron range, coal or wood burning; size of oven  $11\frac{1}{4} \times 11\frac{1}{2} \times 8\frac{1}{2}$ ; overall dimensions  $25\frac{3}{4} \times 23 \times 20\frac{3}{4}$ ; weight 169 lbs. Has one ten-inch hole with sectional cover and one eight-inch hole with solid cover. Equipped with strong, flat removable rails and with adjustable rolling bars with locking handles.

## THE STAMFORD FOUNDRY CO.

Established 1830

Stamford, Conn.

# FISHING WINCHES THAT CATCH FISH



## New Models

Welded Steel Oil-Tight Enclosed Gears

*Improved Each Year  
for 22 Years*

GOOD DELIVERIES

## HATHAWAY MACHINERY

COMPANY, INC.

Fairhaven, Mass.

# EDERER NETS

**DEPENDABILITY:** Ederer's fifty-five years in the fishnet industry is your guarantee that Ederer nets are as dependable as expert craftsmen working with the best of raw materials can make them.

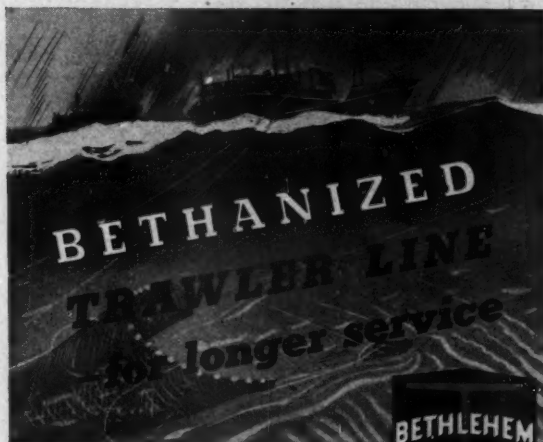
**STRENGTH:** Exacting inspection of every net assures you that only the finest and strongest nets come from the Ederer factory. Ederer nets are sure to hold the thousands of struggling fish you catch.

**ENDURANCE:** Every fish that is brought to market means more food for our soldiers and added profit for you. Ederer nets have the rugged endurance that stands up under the strain of wartime production.

## R. J. EDERER COMPANY

Home Office: 540 Orleans St. Chicago, Ill.

GLoucester - PHILADELPHIA - BALTIMORE - MIAMI - BILOXI



Today, with trawler line hard to get, it pays more than ever to buy the best. Bethanized trawler line gives you longer service because the zinc is put on by electricity. No thin spots, cracks, lopsidedness in the coating. The purity of the bethanized coating (99.9+ per cent pure zinc) makes it virtually crackproof and highly resistant to corrosion. And because the zinc is applied by electricity, the rope wires retain their full strength and toughness.



## Modernize Your Galley by installing a **PREFERRED** HEAVY DUTY RANGE

**S**INGLE-OVEN and double-oven types. Cook faster. Permit closer control. Designed for better accessibility . . . because equipped with modern, small-consumption Preferred Fuel Oil Burners with Throttle Control to meet varying heat demands. Built for marine service . . . use Diesel oil or lighter. Write for FREE descriptive bulletins.

**PREFERRED UTILITIES MANUFACTURING Corp.**  
1860 Broadway New York 23, N. Y.



### ARROWHEAD 25 to 45 hp.

With or without reduction gears. Gasoline, 4-cycle, 4-cyl., 3 1/2" x 4 1/2". 186 cu. in. disp. Normal engine speeds 1000-2000 r.p.m. Limited number available for essential civilian needs.

# Red Wing

**MARINE ENGINES**

**IN WARTIME** ... Arrowhead Model for U. S. Navy salvage launches, lifeboats, patrol boats ... standby auxiliary service ... fishing boats supplying food to U.S. Navy in Iceland ... and U.S. Army Signal Corps communication service.

**IN PEACETIME** ... Arrowhead Model for commercial fishing boats ... runabouts and cruisers — from 20 to 30 ft. and larger. As auxiliaries, for sailboats up to 50 ft.

#### OTHER RED WING ENGINE SIZES

20 Gasoline Models: 8 hp. to 125 hp.  
Spark Diesel Types: 42 hp. to 125 hp.

**RED WING MOTOR CO., RED WING, MINNESOTA**

## New Brunswick Herring Embargo Lifted

By C. A. Dixon

**T**HE lifting of the embargo on sardine herring exports from New Brunswick was a welcome piece of news to not only purse seiners of Charlotte County, N. B., and weirmen, too, who have been catching and selling fish in January for the first time in many years, but also to Maine sardine canners, some of whom have been packing fish steadily since the lifting of the ban on the 12th of January. Seiners immediately got busy with purse seines, chiefly those of Campobello and Grand Manan. Some old gear had to be used until new seines that are being rigged as rapidly as possible are made available. Some fairly good catches of herring were made and with the increased market due to the early lifting of the embargo it is expected that a steady and considerable flow of sardines will enter both the American and Canadian ports where sardines are canned throughout the remainder of the winter. Weirs in several localities are still catching fish, but in smaller quantities than those caught in the fall. It has been pointed out, however, that the winter fishing of weirs in the favored localities "is clear velvet" for those engaged in the business. Scalpers also are making money in the wintertime, something quite unusual in some places.

#### Scaling

It has been estimated that the fishermen of Deer Island, including weir owners, and those who operate the weirs, those engaged in scaling, and boatmen, earned gross receipts totalling \$500,000.00 during 1943—a pretty good showing for a community of twelve hundred population. Deer Island men engaged in scaling gathered herring scales enough in 1943 to bring, including the boating of the scales, around \$70,000.00 American funds. It is known that many more thousands of dollars were earned elsewhere in Charlotte County in the scaling business, and it is reasonable to assume that more than \$100,000.00 worth of scales were sold and boated last year. The previous record of sales of scales in recent years was around \$35,000.00 or \$40,000.00 worth in 1941. In 1940 only \$9,416.08 worth of scales were sold and in 1942 the value of scales sold amounted to only \$13,792.61. (All figures are for Deer Island alone). Of course, the quantity and value of scales depends chiefly on the quantity of sardines caught. In recent years the demand for herring scales has been getting keener. Competitive buying on more than one occasion has resulted in the boosting of prices to high levels. Last year the export of herring scales from Deer Island did not begin until June, owing to the late arrival of herring in local waters. The scaling season from then on, however, proved top-notch in regard to production and value. Not many years ago herring scales were considered worthless and more or less of a nuisance by fishermen in general. In 1943 individual incomes made by scalers amounted to \$1000.00 each or more in many instances and it is reliably reported that two lads made \$2,500.00 at Deer Island, gathering the shiny little wafers.

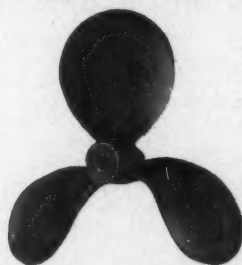
As the wheel of fortune favored Deer Island fishermen in 1943, so it did the sardine fishermen in general in Charlotte County and Saint John County in southern New Brunswick. Final figures, obtained from the monthly official report throughout the year, reveal that total sales of sardine herring in 1943 amounted in value to the fishermen to no less than \$1,284,325.00. In the month of December (usually an off-month for weir fishing) sardine herring to the value of \$56,598.00 were sold.

#### Smoked Herring

A report from Grand Manan states that 10 or more firms there are engaged in smoking herring the first month of the New Year and although the fish now being caught in February are smaller than is usually required for smoking purposes they are being put up for the boneless herring trade. They are too small to pack round in 18-lb. boxes. Smoked bloater are being shipped from Grand Manan although stocks are "rock bottom" or near it, and the price paid is \$2.00 a box with unconfirmed reports that this is to be advanced.



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efficient, dependable equipment



## 52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

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HYDE WINDLASS COMPANY, Bath, Maine



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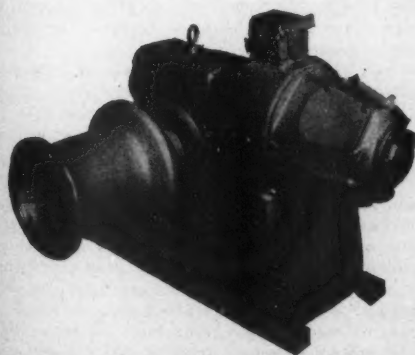
On January 4, 1944, the highly prized Army-Navy "E" was awarded to Chas. D. Briddell, Inc.—its plant and people—of Crisfield, Maryland.

Our people will continue to do their full duty—with unremitting energy and enthusiasm—until the war is truly won.

**CHAS. D. BRIDDELL, INC.**

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Complete Fishermen Repair Service and Engine Parts

**CASEY BOAT BUILDING CO., Inc.**

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*Boats with Fine Workmanship and Lasting Quality*



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the best distributing unit  
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*Specializing in compass installation and  
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MIAMI (Los Angeles)

**SUBMARINE SIGNAL COMPANY**  
160 STATE ST., BOSTON

## Vineyard Quahauging Business Good

By J. C. Allen

**W**ITH February showing its tops'ls above the skyline, we tackle the report of the past month with much more courage and anticipation than we expected possible. It is not that the record of the month is anything to holler about, but the immediate future has brightness somewhat.

The fishermen's tie-up is over, after two months of idle men and boats and a dearth of fish which was remindful of conditions of years and years ago. Comments may be out of order; certainly there are arguments to be offered on both sides of the question. We have sympathized with the fishermen, especially the small-boat fishermen, who stood, and still stand, to lose under any kind of a ceiling, as it appears to us. Whether it was right or wrong to tie up, as a means of effecting a change of Governmental policy, is another matter which has nothing to do with the actual cause of the tie-up, and we won't argue. There may or may not be some beneficial change resultant from it all; we feel that it is too early in the game to make any decision.

We feel this way because the price ceilings generally affect the varieties of fish taken in otter-trawls, and we know that for 5 years the old-timers have been saying that these varieties were becoming increasingly harder to take in paying quantities. Granted that the luck has ebbed and flowed, the ebb has been the longest and the strongest, and just before the ceiling went on, the drop in receipts was the most noticeable in years. That is why we do not feel like committing ourself to any prediction or prophecy. If these fish are fading out, and the in-shore trawling is drawing to a close, then the ceilings, high or low, will have very little effect upon the individual income of the fisherman.

### Trapfishing May Return

What it is likely to mean is that the fleet will thin out, and that some of these lads will go into different varieties of fishing either with boats or with other gear, as the case may be. Conditions alongshore last year were more nearly as they were 40 years ago than they have ever been in the meantime. Forty years ago was when the trapfishing was at its peak in these bearings. We believe that some new trap gear will be set this Spring, and we believe that it is not only a good sign, but that it is likely to mean a return of this industry to some extent.

Three weeks on the grounds, since the tie-up ended is not enough time to reveal the real status of things between 4 and 40 fathoms. The fleet has spent time in prospecting, trying to find where the fish lay. Some of the boats landed decent trips but the hauls were made from pods and not from any large body of fish. It is not impossible that there is a large body of fish somewhere, that will be found sooner or later, or it may be that prospecting vessels will tackle some new ground. Few people realize how difficult it might be to really test some of the new ground.

If there had been no break in the fishing, it would be a simple matter to arrive at some conclusion. As it stands, any guess is a good one, or a poor one, as the case may be, and the whole situation is a gamble, pure and simple.

### Quahauging

Of things for which to give thanks, we mention the quahauging business of the two Vineyard towns which have just opened their beds, Tisbury and Oak Bluffs. Here is another thing of which no man could possibly predict the future, but the way it has started out, it means a great deal to the gamblers. Boats, carrying three men, have stocked a thousand dollars a week, dredging these bivalves, a quarter-mile from the beach and less, and fifteen minutes steaming from their dolphins. The demand for them is good, the price is such that no one could complain on either side of the counter, and apparently the critter lay feet deep on the bottom.

Although the beds are old, never having been dredged for power before, the shellfish are not too large, and there are

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**Marine Headquarters for  
Diesel and Gasoline Engines  
Propulsion and Auxiliary Service  
9 to 222 Horsepower**

**Power Plant Equipment and All Accessories for fishing boats, tow boats, tug boats**



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279 Northern Ave. Boston, Mass.

plenty of small culls among them. By selling them as they run, without culling, the gang probably realizes a trifle less on a barrel, but on the other hand they are able to sell everything they have aboard as soon as they hit the dock, which is a help.

### Situation Stacks Up Well

We have had five boats fishing regularly at Vineyard Haven. These are large, high-powered boats, towing the regulation plows. Now that the bottom has been stirred up some, small boats with scallop dredges are able to make wages as well, and altogether the situation stacks up well.

According to tradition, however, Oak Bluffs has beds that should supply constant fishing for generations. Prospecting has been carried on for years in spots here and there, and the reports indicate several square miles of solid shellfish. Well, time will tell.

### Second Gold Star for Cooper-Bessemer

INFORMATION released by The Cooper-Bessemer Corporation, covering output of engine horsepower by its plants in Mount Vernon, Ohio, and in Grove City, Pa., shows that outstanding monthly production records were maintained throughout 1943.

While specific production figures may not be revealed, the company's Mount Vernon plant reached an all-time high in engine horsepower shipped during November. Likewise, production at the company's Grove City plant has been correspondingly high.

The Company's Diesel engines, generating sets, engine-driven compressor units, and foundry products are playing an increasingly important part in meeting the power needs and other requirements of the Allied war machine.

The Maritime Commission Board of Production Awards has awarded the Company a second Gold Star to be added to its Maritime "M" Pennant.



**"It's a tough worm"  
says this bird.**

"It twists and it bends while I pull and I shake  
And give it the works—but still it won't break."

**ECLIPSE AVIATION**

Seamless Flexible Metal Hose

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## HORNS-WHISTLES

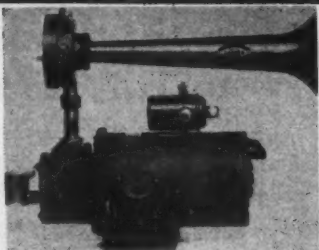
"Electro-Phonic" Air Signal

Defense against Every Emergency—the Fisherman's Sentinel—Protects Lives and Investment.

Electro-Phonic Powerful Air Signal Supplies its own compressed air—no tank, no valves, no piping.

Unexcelled for Fog Penetration, Echo Signals, and Reliability.

Types, sizes for all Marine Needs—Mechanical Fog Horns.



Model EP-SIF

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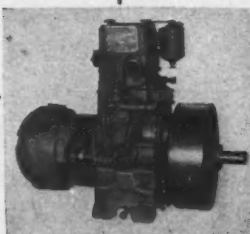
4½ K.W. Diesel-Electric Set—only 45" long, 25" wide, 34" high

WEIGHS ONLY 1195 LBS.

Other sizes from ¾-10 K.W.

Also a complete line of combination auxiliaries

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GLUE

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SOUTH BRISTOL, MAINE

Fully Equipped Modern Yard

Three Covered Building Ways. Capacity up to 125 feet. Experienced in wooden dragger and trawler construction. We can install all machinery and deck gear.

See vessels now under construction.

A good place to build a good boat.

## Boston Landings for January

(Hailing fares. Figure after name indicates number of trips.)

Adventure (1)	112,000	Maine (2)	237,200
Annie (2)	8,100	Maristella (1)	90,900
Bertina (1)	50,000	Marjorie Parker (1)	62,000
Billow (1)	45,800	Mary & Jennie (3)	8,200
Blow (1)	90,100	Nancy B. (1)	28,000
Boston (1)	42,000	Neptune (1)	202,500
Breaker (1)	154,500	Newton (2)	289,700
Breeze (1)	72,500	Plymouth (1)	126,500
Brookline (1)	161,200	Quincy (1)	69,000
Cambridge (1)	123,000	Ripple (1)	70,000
Comber (1)	58,800	R. J. Nunan (1)	48,300
Cormorant (2)	268,800	Rosie (1)	13,600
Dorchester (1)	122,000	San Calogero (2)	24,900
Fabia (1)	74,500	Santina D. (1)	31,400
Famiglia (1)	19,200	Sea (1)	52,600
Fannie F. Hickey (3)	27,300	Shamrock (1)	40,500
Flow (1)	55,000	Spray (1)	50,000
Frances C. Denehy (1)	68,000	Theresa D. (1)	65,000
Gertrude & Phyllis (1)	67,000	Thomas Whalen (1)	138,000
Gertrude Parker (1)	29,500	Vandal (1)	104,000
Gossoon (1)	68,800	Wm. J. O'Brien (1)	105,900
Lark (1)	87,500	Winthrop (1)	124,500

## Scallop Draggers (Landings in Gallons)

Alpar (1)	700	Viking (1)	
Antonio (1)	1500		

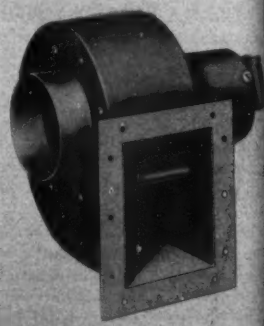
## Willis Blower Has Safety Features

THE E. J. Willis Company of New York has a new improved marine blower with sheet metal housing and pressed brass impeller. This compact unit is a sturdy durable blower that can efficiently and safely ventilate galley and engine rooms.

Specializing in a non-magnetic rotor, Willis offers a safety feature that prevents the setting up of static electricity which is a serious fire hazard when removing inflammable fumes. The non-magnetic feature also aids radio communication because it eliminates the reaction of radio connection often caused by static.

Besides having the non-magnetic rotor, the blowers are radio-shielded and have totally enclosed motors. They are light weight, quiet in operation, high in efficiency, and have low amperage consumption.

Willis Blowers may be mounted and adjusted to blow at angles of 45° and multiples of 45° to 360°. Sizes range from 3" to 10"; capacity, 90 to 1500 C.F.M. In smaller sizes; voltages, 6 to 115. In larger sizes; voltages, 24 to 115.



The Willis Blower.



# Where-to-Buy Directory

## Equipment, Gear, Supplies, Service

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers.

### ALARM SIGNAL

\*Flock Engineering & Sales Co., Inc., 1505 East-ern St., Baltimore, Md.

### ANCHORS

\*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

### BATTERIES, STORAGE

\*"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.  
\*Willard Storage Battery Co., Cleveland, Ohio

### BILGE PUMPS

\*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

### CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

### COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

### CORDAGE MANUFACTURERS

\*American Manufacturing Co., Noble and West St., Brooklyn, N. Y.  
\*Columbian Rope Co., Auburn, N. Y.  
\*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

### CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

### DEPTH FINDERS

\*Submarine Signal Co., 160 State St., Boston, Mass.  
Bludworth Marine, 100 Gold St., New York 7, N. Y.

### DIESEL AUXILIARY SETS

Litter-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.  
John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

### ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.  
General Electric Co., Schenectady, N. Y.

### ENGINE MANUFACTURERS

Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.  
The Boda Co., Harvey, Ill.  
Caterpillar Tractor Co., Peoria, Ill.  
Cooper-Bessemer Corp., Mount Vernon, O.  
Cummins Engine Co., Columbus, Ind.  
Fairbanks, Morse & Co., Chicago, Ill.  
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.  
Litter-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.  
Mack Mfg. Corp., Empire State Building, New York 1, N. Y.  
Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.  
The National Supply Co., Superior Diesels, Springfield, Ohio.  
Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.  
Palmer Bros. Engines, Inc., Cos Cob, Conn.  
Red Wing Motor Co., Red Wing, Minnesota  
Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.  
Worthington Pump & Machinery Corp., 421 Worthington, Ave., Harrison, N. J.

### Ford Conversions and Parts

\*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

### Gasoline Engines

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

### ENGINE DEALERS

\*Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.  
\*Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

### EXHAUST HOSE

\*Bendix Aviation Corp., Philadelphia, Pa.

### EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.  
\*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

### FISHING GEAR

\*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

### FISH SCALERS

#### Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

### FLOATS

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

### FOG HORNS

\*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.  
L. D. Lothrop Sons, Gloucester, Mass.

### GASKETS

Fitzgerald Mfg. Co., Torrington, Conn.

### GASKET PACKING

Fitzgerald Mfg. Co., Torrington, Conn.

### GLUE

\*L. W. Ferdinand & Co., 599 Albany St., Boston, Mass.

### HOOKE, Fish

\*Bill DeWitt Bait, Hook Mfrs., Auburn, N. Y.  
\*\*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

### NAUTICAL INSTRUMENTS

\*Kelvin-White Co., 90 State St., Boston, Mass.

### NAVAL ARCHITECTS

\*Colley-Maier, Inc., 92 State St., Boston, Mass.  
Eldredge-McInnis, Inc., 131 State St., Boston, Mass.  
\*Maierform of America, Inc., 25 West 43rd Street, New York 18, N. Y.

### NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.  
\*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.  
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.  
\*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.  
A. M. Starr Net Co., East Hampton, Conn.

### OIL FILTERS

\*Briggs Clarifier Co., 1339 Wisconsin Ave., Washington, D. C.  
Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

### OILS

\*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

### OIL SEALS

Fitzgerald Mfg. Co., Torrington, Conn.

### PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

### PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.  
Pettit Paint Co., Belleville, N. J.

### PROPELLERS

\*Columbian Bronze Corp., Freeport, N. Y.  
Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.  
\*Hyde Windlass Co., Bath, Me.  
\*Michigan Wheel Corp., Grand Rapids, Mich.

### RADIO DIRECTION FINDERS

Bludworth Marine, 100 Gold St., New York 7, N. Y.

### RADIO TELEPHONES

\*The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.  
Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

### RANGES

\*Preferred Utilities Mfg. Corp., 1860 Broadway, New York 23, N. Y.  
\*\*"Shipmate" Stamford Foundry Co., Stamford, Conn.

### REVERSE & REDUCTION GEARS

Snow-Nabstet Gear Corp., 23 Fox St., New Haven, Conn.  
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

### SEAFOOD TOOLS

\*Chas. D. Briddell, Inc., Crisfield, Md.

### SHIPBUILDERS, BOATYARDS

\*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.  
\*Camden Shipbuilding & Marine Railway Co., Camden, Me.  
\*Casey Boat Building Co., Inc., Fairhaven, Mass.  
\*Defoe Shipbuilding Co., Bay City, Michigan  
\*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.  
\*Elizabeth City Shipyard, 610 Fifth Ave., New York 20, N. Y.  
\*Parks & Gamage, South Bristol, Me.  
Reed Brothers, Boothbay Harbor, Me.  
\*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

### STEERING GEAR

\*The Edson Corp., 49-51 D St., South Boston, Mass.

### STERN BEARINGS

\*Hathaway Machinery Co., New Bedford, Mass.

### TRAWLING EQUIPMENT

\*Bromfield Mfg. Co., Inc., 211 Northern Ave., Boston 10, Mass.  
\*Hathaway Machinery Co., New Bedford, Mass.  
\*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

### WIRE ROPE

\*Bethlehem Steel Co., Bethlehem, Pa.

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 FOR BEST RESULTS SHIP TO  
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**CONSIGNMENTS SOLICITED FOR**  
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 International Fish Co., 111 Fulton Fish Market  
 Lester & Toner, Inc., Fulton Fish Market  
 South Fish Co., 31 Fulton Fish Market  
 Frank W. Wilkisson, Inc., 16 Fulton Market

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- GENERATOR SETS
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WRITE OR WIRE FOR FULL INFORMATION

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**Marine Bargains**

Marine Diesel Engines: 240 hp. F. Morse 4" cyl. 14 x 17-250 rpm., direct reversible, rebuilt, guaranteed. 200 hp. Atlas 6 cyl., 330 rpm., 10 x 13, rebuilt, guaranteed. 380 hp. Bethlehem, 350 rpm., 14½ x 21, rebuilt and guaranteed. 90 hp. F. Morse, 3 cyl. 8¾ x 10½, good running condition, fitted with clutch. 110 hp. Bessemer, rebuilt and guaranteed, 4 cyl. 8½ x 12, 350 rpm. Gasoline Marine Engines: Universal Cruiser 6—90 hp., rebuilt and guaranteed, fitted with 2½:1 reduction gear. Kermath Sea Master 6, 40 hp., direct drive like new. Lathrop 100 hp. Mystic, direct drive, like new. These are only a few of the many engines we have to offer. Prices reasonable. Write us as to your requirements. Known Marine Exchange, Camden, Maine.

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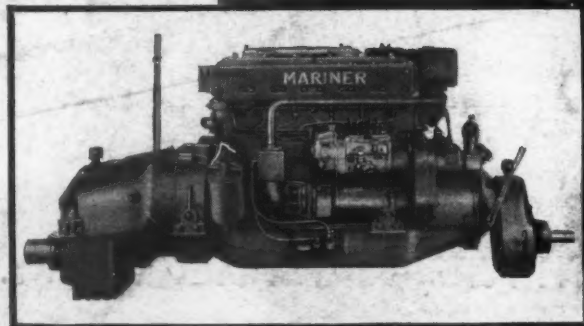
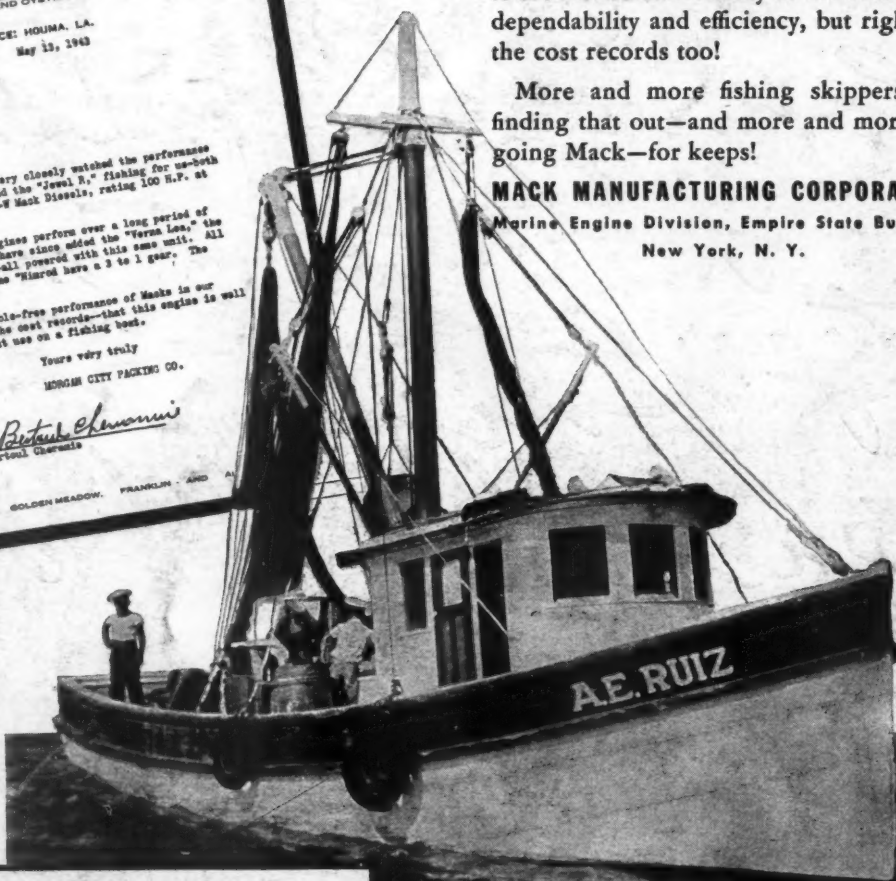
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